

Central London Cycle Grid

Cycle Route from Edgware Road to Fitzrovia (“Circle Line North East 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 Edgware Road to Fitzrovia (“Circle Line North East 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 Edgware Road to Fitzrovia 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 streets affected by these proposals are Harrowby Street, Seymour Place, Crawford Street, Paddington Street, Marylebone High Street, Nottingham Street, Nottingham Place, Devonshire Street, Great Portland Street and Carburton Street. The route is proposed to continue east into the London Borough of Camden.

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

Pre-public consultation

The pre-consultation phase included the following aspects:

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

Public consultation overview

Public consultation started on 11th September 2015 and ended on 16th October 2015.

The section of the proposed Central London Cycle Grid that was consulted is approximately 2km in length and is due for completion in 2016, subject to the outcome of 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 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 7,600 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 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. **407 people accessed the online questionnaire - of these 358 completed the questionnaire.** Only the answers of the 358 respondents who completed the questionnaire were retained for analysis. To help gauge opinion accurately, the route was divided into 3 sections:
 - Harrowby Street and Seymour Place
 - Crawford Street and Paddington Street
 - Marylebone High Street, Devonshire Street, Great Portland Street and Carburton Street
 The questionnaire is shown in Appendix E.
- **A public exhibition was held on 29 September 2015 and 3 October 2015 at Marylebone Library in Beaumont Street.** This provided an opportunity for members of the public to view proposals, and to discuss them with the design team. A questionnaire was provided (consistent with the online form) to capture views. **Attendance was good - over 100 people attended these events in total.**
- Responses were encouraged through the online questionnaire. In addition, an email address and a telephone number were provided to allow respondents to share their views with the design team. **A small number of phone calls and emails were received** (This are shown in Appendix F).
- Westminster City Council's Policy, Performance and Communications team issued press releases and used social media to encourage awareness of the consultation.

Findings

- Respondents indicated that they principally found out about the proposals by:
 - Social Media (111)
 - Viewing them online (111);
 - Word of mouth (77)

These 3 responses accounted for 83% of the 359 answers.

- **Overall, 80% of respondents support the proposals. For each section, the percentage of respondents stating that they "Strongly Support" or "Tend to Support" the proposals is:**
 - **Harrowby Street and Seymour Place: 79%**
 - **Crawford Street and Paddington Street: 78%**
 - **Marylebone High Street, Devonshire Street, Great Portland Street and Carburton Street: 78%**

This data is shown in Appendix G.

- There is support for the proposals among Westminster residents who responded online (101 people). The percentage of respondents, with a postcode suggesting they live in Westminster, stating that they "strongly support" or "tend to support" the proposals is 67% for Harrowby Street and Seymour Place, 63% for Crawford Street and Paddington Street and 64% for Marylebone High Street, Devonshire Street, Great Portland Street and Carburton Street.
- Among people who visit or work in Westminster (258 respondents), there is large support for the proposals. The percentage of respondents, with a postcode suggesting they live outside of Westminster, stating that they "strongly support" or "tend to support" the proposals is 84% for Harrowby Street and Seymour Place, 84% for Crawford Street and Paddington Street and 88% for Marylebone High Street, Devonshire Street, Great Portland Street and Carburton Street.
- Among respondents who cycle every day or a few times a week (283 respondents), there is large support for the proposals. The percentage of respondents stating that they "strongly support" or "tend to support" the proposals is 83% for Harrowby Street and Seymour Place, 81% for Crawford Street and Paddington Street and 87% for Marylebone High Street, Devonshire Street, Great Portland Street and Carburton Street.
- Among respondents who cycle once a week or less (69 respondents), 62% "strongly support" or "tend to support" the proposals.

- The vast majority of respondents stated that they “agree” or “strongly agree” that their enjoyment of Central London and of the City of Westminster is affected by air quality (93%), overcrowded public transport systems (84%), road traffic collisions (82%) and traffic congestion (91%). The vast majority of respondents also stated that they “agree” or “strongly agree” that more people cycling for everyday journeys can help to solve these issues.
- The majority (64%) of respondents stated that in the area being consulted on, cycling conditions are currently “fairly poor” or “very poor”. 89% of respondents said they “strongly agree” or “tend to agree” that they would be more likely to cycle in central London if there was a network of easy to follow, quiet cycle routes.
- Among respondents who cycle once a week or less (80 respondents), there is large support for the proposals.

Key Themes

Key themes mentioned in the free-text response forms in the questionnaire were:

- Provision of dedicated space for cycling (e.g. physically protected cycle facilities; removal of parking bays to accommodate cycle facilities)
- Restriction of through motor traffic on streets to encourage cycling (e.g. along Devonshire Street); encouragement for freight consolidation to reduce the level of traffic and reduce the proportion of HGVs
- Further improvements to the cycling level of service along this route, including improvements to the Marylebone High Street / Nottingham Place gyratory for cyclists and pedestrians
- Reduction in traffic speeds and requests for 20 MPH speed limits
- Concerns regarding the suitability of Carburton Street for two-way cycling
- Concerns over existing cyclists’ attitudes and behaviour
- Concerns over ensuring direct, convenient and consistent connections with Camden’s segregated routes, including two-way cycling on Cleveland Street
- Concerns over potential loss of trees and greenery (e.g. on Carburton Street)
- Enforcement of illegal parking

Recommendations

The overall response was positive with 80% of respondents supporting or partially supporting these proposals. Support comes from residents and cyclists alike, with approximately 66% of residents and 84% of cyclists supporting or partially supporting the proposals.

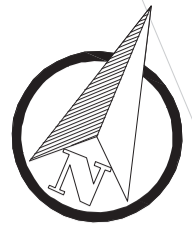
Based on the outcome of consultation, it is recommended to consider the following key issues and proceed to the next stage of design development.

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











- 1. Harrowby Street, Seymour Place, Crawford Street, Paddington Street, Marylebone High Street, Nottingham Street, Nottingham Place, Devonshire Street**
 - Liaise with the Baker Street Business Improvement District to consider loading requirements at the junction of Paddington Street and Baker Street.
 - Consider a future scheme (post 2016) which seeks to improve the cycling level of service in the Marylebone High Street area and enhances the pedestrian amenity. This could include further improvements to the Marylebone High St / Nottingham Place gyratory to allow two-way cycling and to improve the quality of the road surface.
 - Consider securing a budget to install signalised pedestrian crossings at junctions along Gloucester Place, and coordinate these with any changes related to the Baker Street Two-Way project
 - Consider pedestrian crossing amenity across Devonshire Street at its junction with Marylebone High Street.
- 2. Great Portland Street and Carburton Street**
 - Investigate alternative options for cycling which could avoid contraflow cycling along Carburton Street. Continue discussions with Ward Councillors, residents, businesses and stakeholders in the area to obtain support for the proposals.
 - Consider additional segregation or traffic islands at the junction of Devonshire Street and Great Portland Street to help improve cyclists’ comfort.

- Consider the location of proposed changes to parking bays to improve the level of service for cycling and to reduce the potential impact on adjacent businesses
- Consider the impact on loading / unloading at the southeastern corner of Carburton Street and Great Portland Street.
- Consider pedestrian guard rail removal where it exists in the Great Portland Street area if safe and if appropriate
- Continue to develop proposals for two-way cycling along New Cavendish Street, to provide consistent, segregated cycling facilities between Westminster and Camden.

Appendix A – Proposals presented during public consultation



DG204-1

- LEGEND**
-  Proposed/Relocated parking bays
 -  Parking bays to be relocated
 -  Parking bays to be removed
 -  Off-peak parking banned
 -  Proposed cycle logo with wayfinding marker
 -  Proposed kerb
 -  Area of scheme subject to third party / other scheme
 -  Proposed adjoining cycle route
 -  Boundary line between highway authorities
 -  Existing one way street

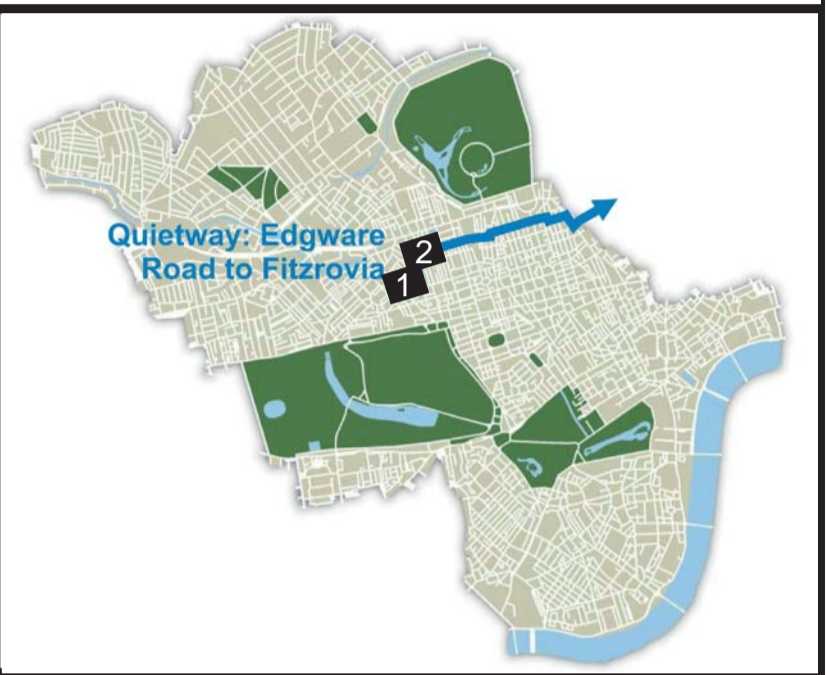


Photo of Norfolk Crescent at the junction with Burwood Place, looking north showing existing situation.



Photo of Burwood Place north of the junction with Norfolk Crescent, looking northeast showing existing situation.

PROPOSED IMPROVEMENTS TO THIS JUNCTION ARE BEING DEVELOPED BY TRANSPORT FOR LONDON AND WILL BE SUBJECT TO SEPERATE CONSULTATION.

EXISTING ONE WAY STREET MAY BE MADE TWO WAY FOR CYCLISTS, SUBJECT TO FUTURE CONSULTATION

PROPOSED QUIETWAY WILL CONTINUE TO BAYSWATER SUBJECT TO FUTURE CONSULTATION



DG204-2

DESIGN DEVELOPMENT IS ONGOING AND SUBJECT TO CHANGE FOLLOWING CONSULTATION

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS FOR CONSULTATION



25 Mandela Way, London, SE1 5SZ
www.fmconway.co.uk www.wspgroup.com



PROJECT CENTRAL LONDON CYCLE GRID
QUIETWAY ROUTE EDGWARE ROAD TO FITZROVIA

TITLE EDGWARE ROAD TO CARBURTON STREET
WITHIN CITY OF WESTMINSTER
SHEET 1 OF 3

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHT
1:500	04/09/2015	EK/JS	TR	KF	A1

JOB No. B1731300
BRIEF/DSS No. BR 21505

DRAWING No. B1731300/DG/204
REV. A

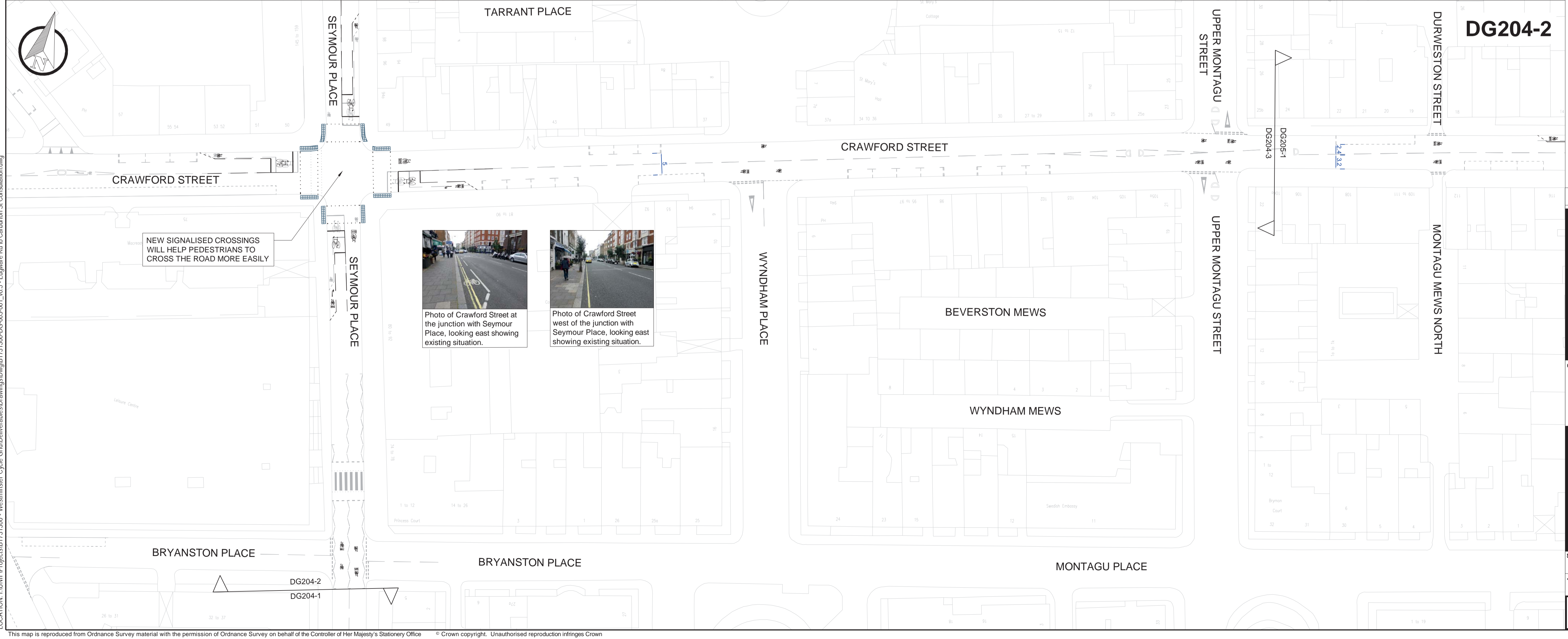
NEW SIGNALISED CROSSINGS WILL HELP PEDESTRIANS TO CROSS THE ROAD MORE EASILY



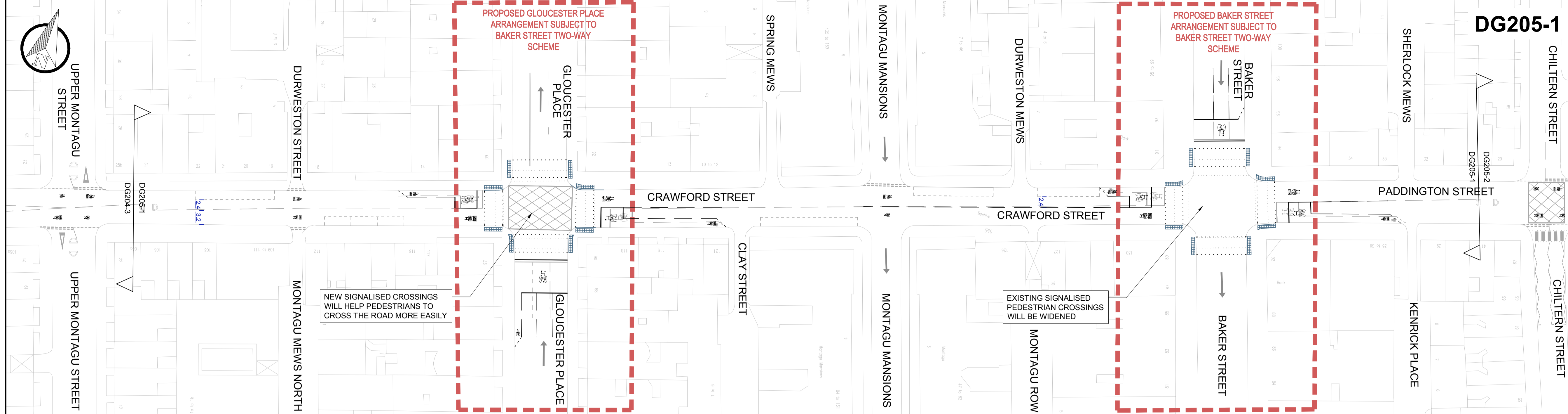
Photo of Crawford Street at the junction with Seymour Place, looking east showing existing situation.



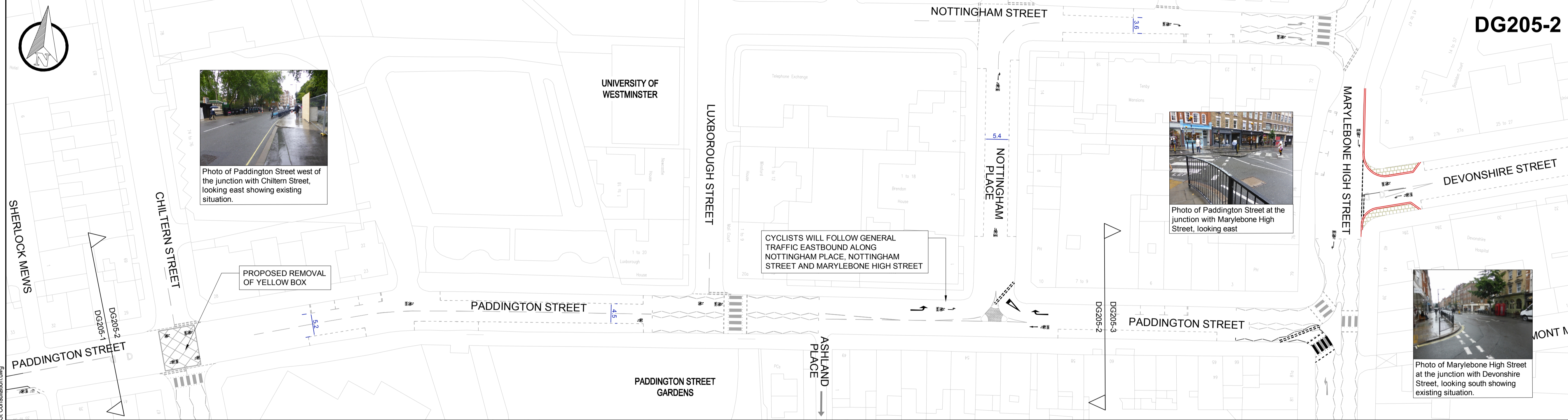
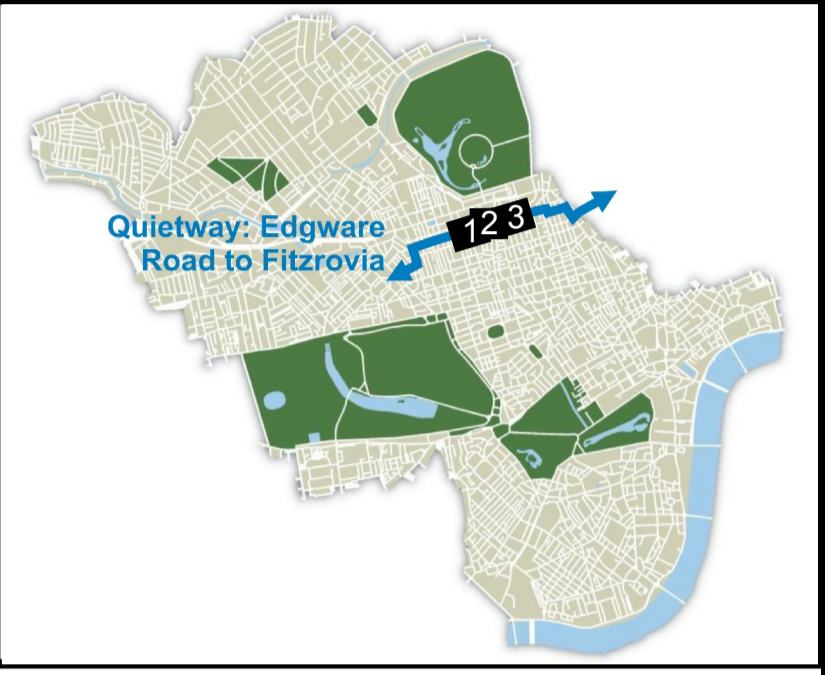
Photo of Crawford Street west of the junction with Seymour Place, looking east showing existing situation.



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- LEGEND**
- Proposed/Relocated parking bays
 - Parking bays to be relocated
 - Parking bays to be removed
 - Off-peak parking banned
 - Proposed cycle logo with wayfinding marker
 - Proposed kerb
 - Area of scheme subject to third party / other scheme
 - Proposed adjoining cycle route
 - Boundary line between highway authorities
 - Existing one way street



DESIGN DEVELOPMENT IS ONGOING AND SUBJECT TO CHANGE FOLLOWING CONSULTATION

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS FOR CONSULTATION

CONWAY JACOBS
great people. great work.

WSP PARSONS BRINCKERHOFF
25 Mandela Way, London, SE1 5SZ
www.fmconway.co.uk www.wspgroup.com



DG205-3

FOR CONSULTATION

CONWAY JACOBS
great people. great work.

WSP PARSONS BRINCKERHOFF
25 Mandela Way, London, SE1 5SZ
www.fmconway.co.uk www.wspgroup.com

City of Westminster

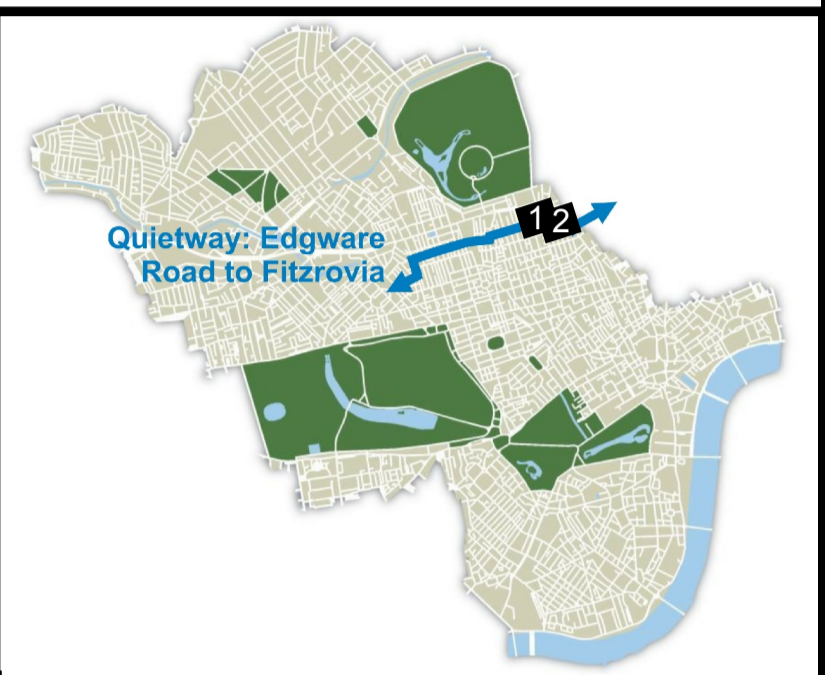
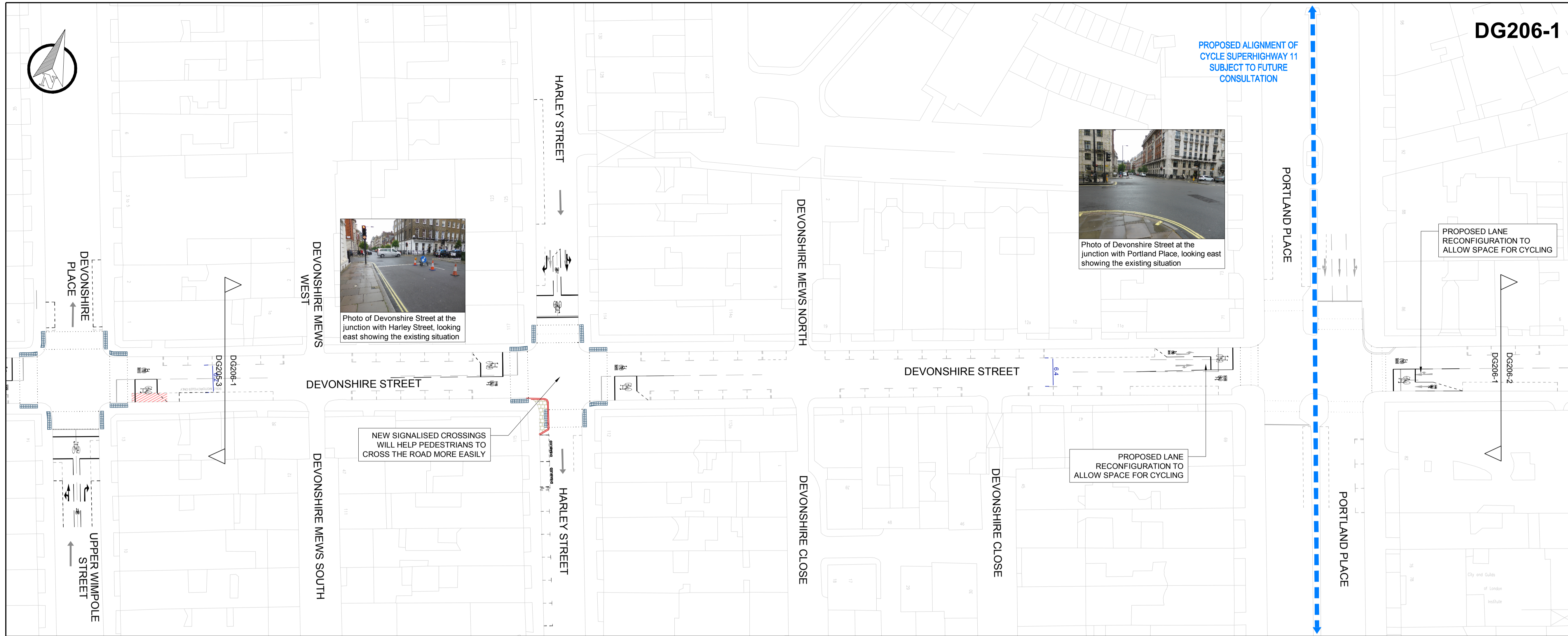
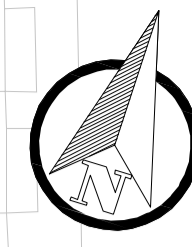
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QUIETWAY ROUTE EDGWARE ROAD TO FITZROVIA

TITLE EDGWARE ROAD TO CARBURTON STREET
WITHIN CITY OF WESTMINSTER
SHEET 2 OF 3

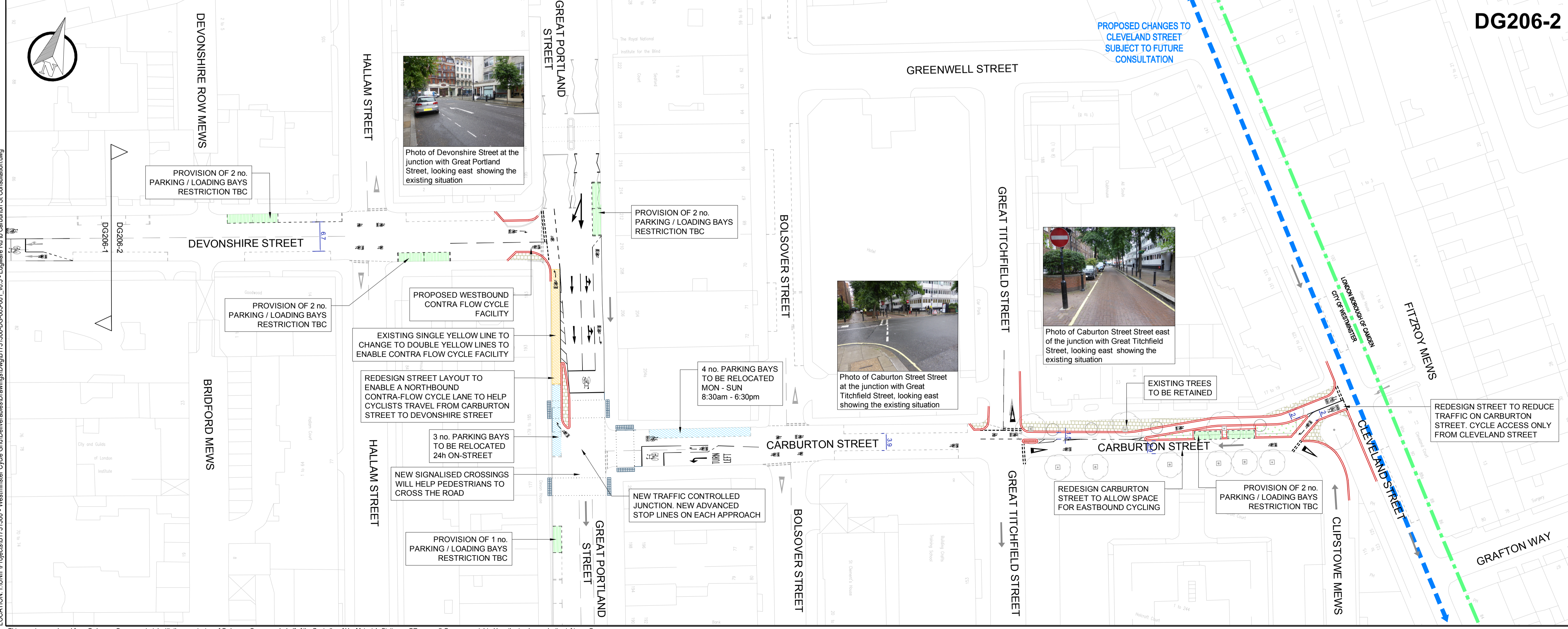
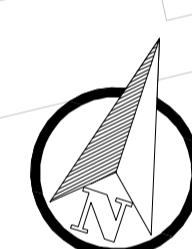
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JOB No. B1731300 **BRIEF/DSS No.** BR 21505

DRAWING No. B1731300/DG/205 **REV.** A



DG206-1



DESIGN DEVELOPMENT IS ONGOING AND SUBJECT TO CHANGE FOLLOWING CONSULTATION

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS FOR CONSULTATION

CONWAY JACOBS
great people. great work.

WSP PARSONS BRINCKERHOFF

25 Mandela Way, London, SE1 5SZ
www.fmconway.co.uk www.wspgroup.com



PROJECT CENTRAL LONDON CYCLE GRID QUIETWAY ROUTE EDGWARE ROAD TO FITZROVIA

TITLE EDGWARE ROAD TO CABURTON STREET WITHIN CITY OF WESTMINSTER SHEET 3 OF 3

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHT
1:500	04/09/2015	EK/KJS	TR	KF	A1

JOB No. B1731300
BRIEF/DSS No. BR 21505

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Appendix B – Letter



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

Dear Sir / Madam

Consultation on the Quietway Edgware Road to Fitzrovia

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 Edgware Road and Fitzrovia (to the boundary with the London Borough of Camden). It will benefit all people who want to cycle in the area, particularly those wishing to avoid some of the busier, highly trafficked main roads. Facilities for pedestrians will also be improved as part of the scheme.

The section of this route being consulted on within the City of Westminster is approximately 2km in length. The streets affected by these proposals are Harrowby Street, Seymour Place, Crawford Street, Paddington Street, Nottingham Place, Nottingham Street, Marylebone High Street, Devonshire Street, Great Portland Street and Carburton Street. The Quietway will provide a key cycle route for people to cycle parallel to Marylebone Road. Subject to further consultation, at a later date we intend to extend this Quietway towards Bayswater Road and the Royal Borough of Kensington and Chelsea.

Proposed intervention measures

The design of the junction of **Edgware Road and Harrowby Street** is currently being undertaken by Transport for London. Along **Harrowby Street and Seymour Street**, we are proposing to introduce cycle logos on the road to help cyclists follow this Quietway route.

Along **Crawford Street**, at the junction with Seymour Place, signalised pedestrian crossings are proposed to help people cross the road. The designs of the junctions of Crawford Street with Gloucester Place and Baker Street are currently under review following the recent consultation on the Baker Street Two-way scheme.

Between **Paddington Street and Devonshire Street**, this Quietway route will follow the flow of general traffic westbound via Marylebone High Street, and eastbound via **Nottingham Place, Nottingham Street and Marylebone High Street**. We are proposing to introduce cycle logo road markings to help cyclists to easily follow this route.

Along **Devonshire Street**, at the junction with Marylebone High Street, we are proposing to widen the footways to make crossing the road easier for pedestrians. This will also make turning movements easier for cyclists by removing a pinch point created by the existing traffic island. At the other junctions along Devonshire Street, advanced stop lines are proposed at traffic signal junctions to help cyclists. This may require changes to parking bays adjacent to some junctions.

In **Great Portland Street**, we are proposing to rearrange the street layout to enable two-way cycling. A new traffic signal is proposed to help cyclists and pedestrians cross the road. Changes to parking bays and kerbside restrictions will be needed to enable these improvements for vulnerable road users.

We are seeking to enable two-way cycling along **Carburton Street** to help create an important link for cycling in Westminster. This will require changes to the layout of Carburton Street as shown on the proposals.

Please tell us what you think

We would be grateful if you would visit our online consultation at

<https://www.westminster.gov.uk/cycling> to view the proposal plans and to share your views of these proposals with us. This consultation closes on Friday 16th October 2015.

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

A public exhibition will be held at Marylebone Library, Macintosh House, 54 Beaumont Street, W1G 6DW on Tuesday 29th September between 4pm and 8pm and on Saturday 3rd October between 10am and 4pm where you will be able to ask questions and view plans. Please visit our website to see more details on this public exhibition.

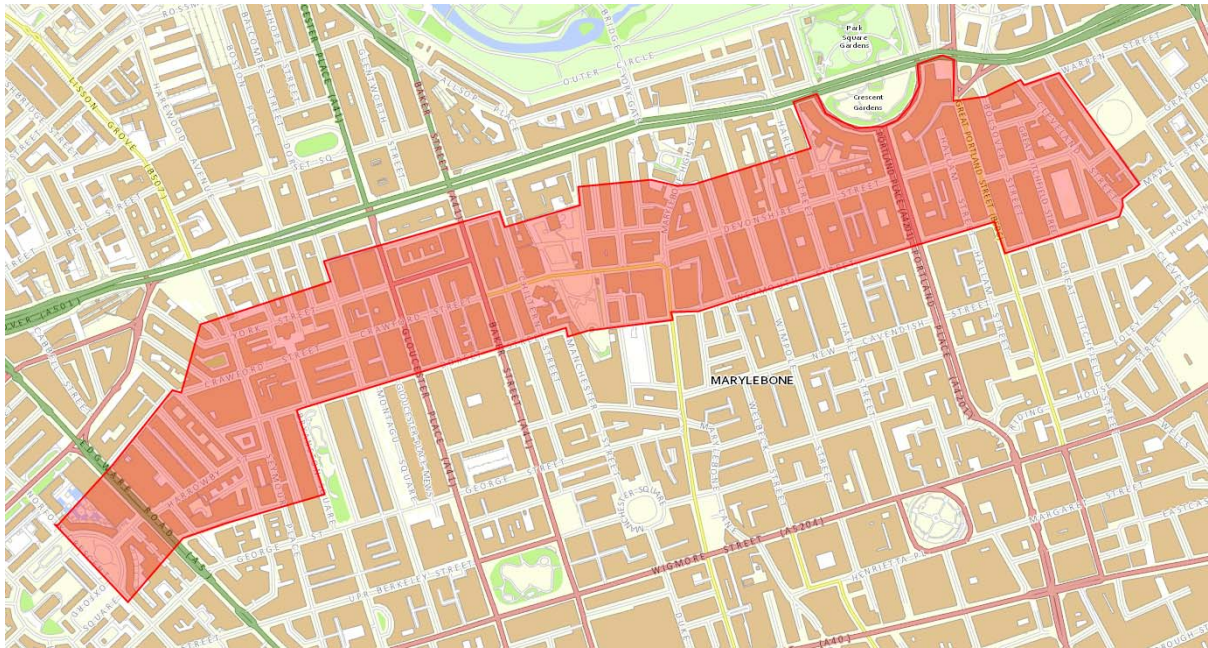
Yours faithfully,

Councillor Heather Acton



Cabinet Member for Sustainability and Parking

Appendix C – Extents of Letter Drop



Letter drop zone for Quietway Edgware Road to Fitzrovia

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 7,600 addresses.

Appendix D – Key Stakeholders Contacted

Central London Cycle Grid - Quietway Route from Edgware Road to Fitzrovia (CLN(East))
List of stakeholders who were informed of the consultation by email

Full Name	Organisation
	Westminster City Council
	Westminster City Council
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	Westminster City Council
	Westminster City Council
	Westminster City Council
	Marylebone Association

	Westminster Society
	Harrowby and District Residents Association
	Howard de Walden Estate
	Baker Street BID
	Baker Street BID
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	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
	London Borough of Camden
	London Borough of Camden
	London Borough of Camden
	London Borough of Camden
	Camden Cycling Campaign / Traffic Free Regent's Park
	Fitzrovia Neighbourhood Association

	Harrowby and District Residents Association
	Marylebone Association
	Marylebone Association
	Marylebone Association
	St. Marylebone Society
	The Westminster Society
	20 is Plenty Campaign
	British Medical Association
	Cab Shelter Fund
	Call Print
	Chel Pharmacy
	Confederation of Passenger Transport UK
	CTC
	Demartino Restaurant
	DP9 Consultants
	Efes 2 Restaurant
	FM Conway
	Freight Transport Assoc. Ltd.
	Holiday Inn London Regent's Park Hotel
	Iberica
	Ideaworks
	Inanch Hair Salon
	Infinity motorcycles
	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
	Marylebone First
	Medical Express Clinic
	Metropolitan Police Service
	Nando's
	Nokia
	Portland Hospital for Women and Children
	RMT London Taxi Drivers' Branch
	Royal Institute of British Architects (RIBA)
	Royal Mail
	Royal National Orthopaedic Hospital
	Seymour Leisure Centre
	Sofia House (Property rentals)
	St Mary's Church
	Starbucks
	Taxi & Private Hire
	The Armitage
	The British Motorcyclists' Federation
	The Gardens Trust
	The Hellenic Centre
	The Licensed Taxi Drivers' Association
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The Masons Arms

	The Office Group
	The Road Haulage Assoc. Ltd.
	TTP Consultants
	Unite the Union (Cab Section)
	VCW
	Villandry
	Westminster Living Streets Group
	Westminster Living Streets Group
	Westminster Living Streets Group
	Westminster Property Association
	Westminster resident
	Westminster resident
	World's End Tiles
	WSP-Parsons Brinckerhoff
	WSP-Parsons Brinckerhoff
	WSP-Parsons Brinckerhoff
	Fitzrovia West Neighbourhood Forum
	Marylebone Neighbourhood Forum
	Westbourne Neighbourhood Forum
	Hampden Gurney CofE Primary School
	Minerva Academy Primary
	Portland Place School
	St Mary's Bryanston Square CofE School
	Sylvia Young Theatre School
	University of Westminster
	City West Homes
	City West Homes
	City West Homes
	Harrowby and District Residents Association
	Holcroft Court Residents Association

Appendix E – Questionnaire

Questionnaire for Consultation

Quietway Route from Edgware Road to Fitzrovia

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

The section of this route being consulted on within the City of Westminster is approximately 2,000 metres in length. The streets affected by these proposals are Harrowby Street, Seymour Place, Crawford Street, Paddington Street, Marylebone High Street, Devonshire Street, Great Portland Street and Carburton Street.

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

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

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

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

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

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

by traffic congestion

My enjoyment of Central London, and the City of Westminster, is affected by my ability to find a car parking space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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3. To what extent do you agree or disagree with the following statements?

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

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

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

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

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

6. To what extent do you support the proposals which are being consulted on in Harrowby Street and Seymour Place?

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

7. To what extent do you support the proposals which are being consulted on at the moment in Crawford Street and Paddington Street?

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

8. To what extent do you support the proposals which are being consulted on at the moment in and Marylebone High Street, Devonshire Street, Great Portland Street and Carburton Street?

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

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

.....

.....

.....

.....

.....

10. 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

11. 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

12. What age bracket do you fall into?

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

13. Are you?

- Male
- Female

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

.....

15. Do you consider yourself to have a disability?

- Yes
- No
- Prefer not to say

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 12 October 2015

Appendix F – Emails & Telephone Calls

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

Date	Format	From	Comment (Redacted and edited by consultation team)
23/09/2015	Phone	Local resident	Local resident wished to know if parking and traffic flows would be affected in Crawford Street.
23/09/2015	Phone	Local resident	Local resident wanted to express her opposition to the scheme, stating the cycle Quietway will have adverse affects on a residential area and that cyclists need number plates and licensing. Stated that cyclists cycle on the footway and that there are many senior people in the area who will be adversely affected. Wished to sent a paper copy of the questionnaire.
29/09/2015	Public Event	The Howard de Walden Estate	A representative of the Howard de Walden Estate raised the issue of buildouts at the junction of Harley Street / Devonshire Street.
29/09/2015	Public Event	Member of the public	A member of the public enquired about the level of proposed intervention on Crawford Street and Paddington Street
29/09/2015	Public Event	Member of the public	A member of the public enquired about the proposed removal of the motorcycle bay in Devonshire Street
29/09/2015	Public Event	Member of the public	A member of the public was concerned about the flow of traffic on Seymour Place at weekends, which is affected by people parking on single yellow lines on the street.
29/09/2015	Public Event	Member of the public	A member of the public stated that the proposed Quietway from Edgware Road to Camden should take the Wigmore Street alignment due to the issue of the proximity of a hospital and the interaction with cyclists.
29/09/2015	Public Event	Local stakeholder	A Citywest Homes representative was concerned for the elderly residents at the sheltered housing at the junction of Carburton Street and Great Titchfield Street. Raised the issue of access and dropped kerbs for the elderly. Suggested alternative alignment.
29/09/2015	Public Event	Member of the public	A member of the public stated that she would like Oxford Square and Cambridge Square become 2-way for cycling.
29/09/2015	Public Event	Local resident	A local resident raised the issue the flow of traffic on Seymour Place at weekends, which is affected by people parking on single yellow lines on the street.

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

16-Oct-15	Email	Westminster Cycling Campaign	<p>Burwood Place to Seymour Place</p> <ul style="list-style-type: none"> • With the exception of Carburton Street, Harrowby Street is likely to be the only section of this route where traffic volumes are anywhere near the Dutch maximum of 2000 per day for main cycle routes where cyclists share space with motor traffic. But the average weekday flow of 2662 still exceeds it, though the PM peak hourly flow of 186 would achieve the highest score for traffic volumes in the Cycling Level of Service. So the traffic volumes in Harrowby Street come somewhere close to what we might expect on a Quietway. • Can any protection be given to westbound cyclists waiting in the middle of Seymour Place to turn right into Harrowby Street? Perhaps something like the arrangement at the junction of Seymour Place with York Street? Alternatively a different route via Shouldham Street and Crawford Street, with some kind of a filter on Crawford Street at the blind bend at Homer Street? • Can the one-way sections of Norfolk Place and Cambridge Square be made two-way for cycles? Otherwise westbound cyclists will have some difficulty in leaving the route to the west. • We welcome the proposal to make Forset Street two-way for cycling, providing access to Hampton Gurney Primary School and the nearby cycle hire docking station. • Can Brendon Street be made two-way for cycling, so cyclists from Forset Street can choose to continue cycling northwards, parallel to the busy Edgware Road? <p>Crawford Street to Devonshire Street</p> <ul style="list-style-type: none"> • Crawford Street and Paddington Street are quite narrow and carry a significant volume of traffic. The average weekday two-way flow in Paddington Street is 9536 per day, with a PM peak flow of 776 per hour. These volumes are well in excess of the Dutch maximum of 2000 per day for main cycle routes where cyclists share space with motor traffic. They would also be rated as 'basic' (zero points) by the Cycling Level of Service. The parking bays on each side not only restrict the available carriageway width and introduce the risk of opening doors but also limit the range of solutions. One of our members has described these streets as 'a nightmare at present, with aggressive taxi drivers trying to squeeze through'. It is therefore highly disappointing that there are no real proposals to improve this situation. • The one-way system around Paddington Street, Nottingham Place, Nottingham Street and Marylebone High Street is a serious obstacle for cyclists. Navigating this system involves scissor movements across other streams of traffic. It is equally disappointing that there is no proposal to improve the situation: Cycling Level of Service could well consider this to be a critical failure. • We support the introduction of pedestrian phases at signal-controlled junctions along this route. It is quite unacceptable that junctions should not have these phases. <ul style="list-style-type: none"> • According to our calculations, the proposals for this section of the route would improve the Cycling Level of Service from 37% to only 40%. This is well below the desirable level of 70%. The following measures would help to achieve a higher score:
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Central London Cycle Grid - Quietway Route from Edgware Road to Fitzrovia (CLN(E)) - Responses received (excluding Questionnaire and Online Survey)

			<ul style="list-style-type: none"> o Reducing traffic, for example by filtering or by restricting motor traffic to one way. This would improve the local environment for residents and businesses, as well as for cyclists passing through. o Reducing speeds, for example by introducing a 20mph limit enforced by average speed cameras. o Providing a safe route through the Nottingham Place / Marylebone High Street gyratory, or turning it back to two-way. o Redesigning junctions to prevent conflict between straight-ahead cyclists and left-turning vehicles. o Reducing car parking so as to release more space for cycling. <p>Devonshire Street to Carburton Street</p> <ul style="list-style-type: none"> • We welcome the introduction of a two-way cycle route along this axis as an alternative to the Marylebone Road. We also expect it to connect with routes being developed by Camden. • Can Cleveland Street be made two-way for cycles? Otherwise the Carburton Street end of the route will only be useable for half the possible journeys. • Is a simpler arrangement possible at the junction of Carburton Street and Cleveland Street that would be less likely to provoke opposition from local people? <p>We trust that you will be able to take our views fully into account in the final design for this scheme and we look forward to its timely implementation with the required improvements.</p>
02/10/2015	Email	Local resident	<p>I am very against your plans to extend the dreaded Central London Cycle Grid.</p> <p>I have stopped cycling since the introduction of 'Boris Bikes' and the creation of the cycle lines all over Central London. London had become a dangerous place for cyclists and pedestrians mostly because of the confusion caused by dedicated cycle lanes – let alone the destruction of our roadways. The disruption to the general public is horrendous – Lower Thames Street is a nightmare.</p> <p>Having cycled in London for most of my life, I find the cycle lanes totally unnecessary and highly dangerous. When cyclists knew that they should keep to the left hand side of the road, life was considerably easier. Your proposed Quietway is a waste of money and I see absolutely no reason to construct a two-way cycling arrangement in Great Portland Street or Carburton Street – it is perfectly acceptable to leave things as they are rather than create a formal scheme which residents will not benefit from. I hope your proposals are rejected and we can return to a normal route through Central London which has worked for a very long time. It would be a much better use of taxpayer's money to stop creating havoc with cycle lanes sometimes on one side of the road, sometimes on the other and make life easier for motorists who need to drive in and around London and who are penalised relentlessly.</p> <p>What happened to making traffic lights at eye level for cyclists – and indeed, Boris Johnson's promise to make the time between light changes more frequent ?</p>

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

30-Sep-15	Email	Local resident	<p>I picked up a copy of the cycling questionnaire at Marylebone Library yesterday afternoon and unfortunately only read it on getting home. Frankly I was appalled by the unsuitability of many of the questions.</p> <p>Those in Question 2 suggest that if more people cycled these problems might be solved but no guidance is given. For instance 2.1, air quality: how many buses would have to be taken off the road to make a measurable improvement to the air quality? And how many more people would have to cycle to actually be able to reduce the number of buses in use? As this information was not provided the correct answer to the question has to be "Don't know."</p> <p>Question 2.3. Reference is made to "too many road traffic collisions and casualties." (Emphasis added.) If the present level is considered to be too many, what would be an acceptable number?</p> <p>Question 3.4 suggests that there could be a measurable relationship between an increase in the number of cyclists and a reduction in road traffic collisions and casualties. What is the evidence for this? If none exists how will you deal with responses which believe that one exists?</p> <p>Questions 3.1 to 3.5: How many more people would have to cycle to make any measurable impact to the situations in these questions questions?? I don't know, do you??? If you don't know the answer what is the point of asking the question?</p> <p>Question 7. I live on Crawford street and there are a number of pinch points where cars legally parked on both sides of the road make it impossible for 2 lane traffic to operate. So increasing the number of cyclists could increase the danger for them as traffic frequently moves quite fast, possibly making up time after being held up at a pinch point. In addition there are frequently trucks and vans parked on the street while making deliveries which add to difficulties for traffic.</p> <p>I would like to know if you have done any surveys to find out:</p> <ol style="list-style-type: none"> 1.) How many cyclists are currently using the route, which is the basis of the questionnaire, daily on an hour by hour basis? I know of one survey currently being used which was based on the evidence collected on one day! 2.) Have these cyclists been interviewed to get their opinions about present conditions on the route and their opinions about the effect of increasing the number of cyclists using it? Also what would be their opinion in the event of more traffic using the route? See my comment below. 3.) Has the person/persons who drafted the questions actually ridden the route on a bicycle at different times of day and night on different days of the week? 3.) Question 10. This question makes no reference to the route of the consultation. I might be one of the many cyclists who ride round the outer circle of Regent's Park but who never go near the route in question. So what do you learn from someone who answers "A few times a week."? <p>I am also one of those who think that if the proposal to re-introduce two way traffic on Baker Street and Gloucester Place goes ahead it will lead to more traffic on streets like Crawford Street making them less suitable for cyclists. Consequently I suggest that the timing of this consultation is wrong: I believe that it is a waste of money doing it now before any decision has been taken on the two way scheme.</p>
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Central London Cycle Grid - Quietway Route from Edgware Road to Fitzrovia (CLN(E)) - Responses received (excluding Questionnaire and Online Survey)

14/10/2015	Email	Fitzrovia Neighbour-hood Association	<p>We strongly support efforts to increase cycling in this area and welcome measures to reduce danger to cyclists from motor vehicles. We particularly support initiatives that encourage children and older adults to take up cycling. We would welcome a borough-wide speed limit of 20 mph and even lower speed limits on residential and shopping streets.</p> <p>We only wish to comment specifically on the Carburton Street, Great Portland Street and the eastern part of Devonshire Street as these streets come within our area of interest.</p> <p>We welcome the proposals in principle particular two-way cycling on Great Portland Street and Carburton Street. We welcome the blocking of motor vehicles at the junction of Carburton and Cleveland Street.</p> <p>However, we feel the pavement and street proposals along Carburton Street are too cluttered and detract from pedestrian amenity. Specifically the segregated cycle contra flow is unnecessary in this relatively small and quiet street. We would like to see a "shared space" proposal here which gives priority to pedestrians, then cyclists, before motor vehicles.</p> <p>Nevertheless we welcome the pedestrian and cycling facilities at the junction of Great Portland Street and Carburton Street and the segregated contra-flow along Great Portland Street. However we are concerned about the safety of cyclists who may continue north along Great Portland Street.</p> <p>We are also concerned that there is little improvement to Devonshire Street aside from cycle symbols painted on to the road.</p> <p>While these proposals are a step in the right direction, overall they are far too modest and offer little to encourage inexperienced or less experienced cyclists, or discourage private motor vehicle use.</p>
12-Oct-15	Email	Local resident	Local resident wished to obtain vehicle counts and carriageway widths on the proposed Quietway.
16-Oct-15	Email	London Fire and Emergency Planning Authority	<p>The London Fire and Emergency Planning Authority (LFEPA) runs the London Fire Brigade (LFB). The 17 members of the Fire Authority are appointed by the Mayor of London. Eight are nominated from the London Assembly, seven are nominated from the London boroughs and two are Mayoral appointees. LFB is the busiest fire and rescue service in the country and one of the largest firefighting and rescue organisations in the world. We are here to make London a safer city and our vision is to be a world class fire and rescue service for London, Londoners and visitors. We will always respond to fires and other emergencies, but our work has changed over the years with a much stronger emphasis now on fire prevention and community safety.</p> <p>The proposals for the cycle quiet way between Edgware Road and Fitzrovia involve several roads oriented east – west to the border with LB Camden. The alterations to the junction of Edgware Road and Harrowby Street are the subject of a separate consultation. It should be noted that this is a large junction on a main route used by emergency service vehicles. There could have a significant impact on attendance and journey times during the duration of the works.</p> <p>The long term effect of the works cannot be commented on at this point. The proposals regarding new signage and the introduction of pedestrian crossings will only impact on emergency service vehicles while the works are being carried out. Attendance and journey times may be affected by any closures or diversions and increased traffic volume in the surrounding roads. Once the works are complete, the changes should have minimal impact on emergency service vehicles.</p> <p>Regarding the proposed northbound cycle contra flow at the Gt Portland St/Devonshire St/Carburton St junction. Will the cycle lane be physically separated from southbound vehicular traffic?</p> <p>Carburton Street is currently one way westbound from Cleveland St. This allows access to the north entrances and dry rising main inlets of Holcroft Court. This is four blocks of flats surrounding an open square and bounded by Carburton Street, Great Titchfield Street, Clipstone Street and Clipstone Mews. Access for emergency service vehicles must be maintained into Carburton Street if vehicular access is prevented from Cleveland Street as described in the proposal.</p>

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

05-Nov-15	Email	Fitzrovia West Neighbour-hood Forum	<p>The Greater London Authority has developed a cycling strategy, which involved super highways and quiet routes which criss-cross the city. In Westminster several of these proposed routes run through FitzWest. Our Forum welcomes the attempt to link up the city and to devise routes where less experienced cyclists might feel more comfortable. WE ARE EXTREMELY SUPPORTIVE OF AIMS TO INCREASE CYCLING IN OUR AREA.</p> <p>We are the designated neighbourhood forum for that part of Fitzrovia which lies within Westminster. We have already established and agreed key issues for our plan and cycling is to be one of our priorities. Representatives of our executive visited the exhibition. It has been discussed in an executive meeting and these comments have been posted on our website and via our Twitter account.</p> <p>We have received more response from our consultation on this issue than on any other this year. There has been quite a bit of discussion on our Twitter feed.</p> <p>The proposals are modest. They include a cycle waiting area at the head of junction stop lines on major roads and a small cycle priority path leading up to the junction. The proposals do not designate an area of the carriageway for cycles, do not seem to provide cycle only phases to traffic lights and do not attempt to calm or restrict traffic in any way. There is a modest section of cycle contra-flow adjacent to Holcroft Court.</p> <p>We don't believe that cycle quiet routes can be achieved without closing roads to vehicular traffic or (at the very least) reducing access, type and speed of traffic on the proposed cycling quiet routes.</p> <p>In principle we believe that cyclists and pedestrians should have priority over vehicles on all but the most major thoroughfares, throughout the West End. Many people live and work here. We agree with the GLA that the best method of transport for many of those people is walking and cycling.</p> <p>There is a finite capacity on our roads. We feel that that a plateau of cycle road users will be reached unless cars and other vehicles are not more restricted, particularly in side streets. This could be achieved with quiet zones(a whole grid of small streets) speed limits, traffic calming and cycle/pedestrian priority areas/lanes.</p> <p>In Fitzrovia the narrowness of the streets, the quantity of on-street parking and the volume of deliveries, all mitigate against a successful cycling system. We believe that quiet routes should be introduced, but we don't feel that the measures taken, which are minimal, will make a lot of difference. Vehicles, deliveries and parking must be better managed on these roads in order for them to be useful for novice cyclists.</p> <p>The ability of pedestrians to also make their way more easily should also be considered. On Devonshire Street, just west of our boundary, but a key access route for us to local Marylebone High Street shops, pedestrian crossings alternate to different sides of the street, making it unsafe to walk along either side of the road. This problem occurs north/south on Great Portland Street as well. The new traffic light crossing might be able to help to resolve that.</p> <p>In addition the measures taken to allow cycles to cross junctions like Great Portland Street seem flimsy. Putting a priority waiting space in front of traffic is a useful measure, but it is not enough. Cycle priority lights would be one solution, where cycles have their own green phase – perhaps linking with better pedestrian crossing facilities.</p>
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Central London Cycle Grid - Quietway Route from Edgware Road to Fitzrovia (CLN(E)) - Responses received (excluding Questionnaire and Online Survey)

			<p>New Cavendish Street We question why the priority is not New Cavendish Street. This route has been designated for cyclists for some time and dedicated cycle routes lead to it from the East. Had Westminster consulted with LB Camden, is there an integrated approach?</p> <p>Linking up key nodes We are not sure how much desire lines have been considered in drawing up these routes. The Quietway 'misses' Great Portland Street Station for example. Has any work been done to consider safety of cyclists as they progress to their destinations?</p> <p>Cycle Parking A regular complaint from commuters is that there is not enough cycle parking in our area. So if more cycling is to be encouraged, why are larger cycle parking bays not included within the scheme?</p> <p>Greening Cycle Routes The recent VW scandal has made us all very aware of the illegal levels of pollution that our part of the city has to suffer on many days every year. Yet the 'quiet' route is not seen also as a green route. To be able to cycle away from exhaust fumes, that are the principle cause of urban pollution and associated deaths would be beneficial. In particular novice cyclists are often children or older people. That is the group most vulnerable to the effects of air pollution.</p> <p>Reducing Car Use We have allowed enough time for our draft comments to exist on the Internet and for discussion amongst our members. During that time we have not received one response in support of maintaining vehicle numbers. Our respondents recognise that the capacity of our streets is finite and that cycle and pedestrian use should be prioritised above car use. We support a reduction in car and can use across our area.</p>
26-Oct-15	Email	Transport for London, (Taxi Rank & Interchange)	<p>General comments for Quietways:</p> <ul style="list-style-type: none"> • There are several routes proposed which are likely to cross some taxi ranks within the area. For example, we have taxi ranks along the Edgware Road to Fitzrovia route at Edgware Road, Harrowby Street, Seymour Place, Marylebone High Street and Great Portland Street. We also have taxi ranks along the Bloomsbury to Southbank route at Wellington Street. • Access into and out of the taxi ranks, including any local roads used that are not directly within the plans will also need to be looked at in more detail. • All taxi ranks along the routes will need to be maintained • If banned movements are being considered as part of these schemes then we would need to look at them in more detail with our stakeholders to ensure taxi and PHV journey times are not disproportionately affected and that access to key routes is maintained.
09/10/2015	Letter	Local Resident	Local resident pointed out that proposed Quietway crosses zone of hospitals and medical practices. Stated that wider footways would be beneficial and is of the opinion that the proposed Quietway route should avoid schools and busy bus stops. Suggests an alternative alignment via Wigmore Street.
10/10/2015	Letter	Local Resident	Local resident pointed out that Crawford Street is busy and is frequently used as a rat run. Stated the view that directing more cyclists along Crawford Street and Paddington Street would not be in the interest of safety of its users. Stated that the pedestrian crossings around Marylebone High Street are not ideal and more cyclists will potentially make them more difficult. Suggested an alternative alignment via Montagu Place, Manchester Street and Blandford Street. Also suggested an alternative route via Bolsover Street from Clipstone Street to Carburton Street and via Great Titchfield Street.

Appendix G – Data Analysis

Central London Cycle Grid

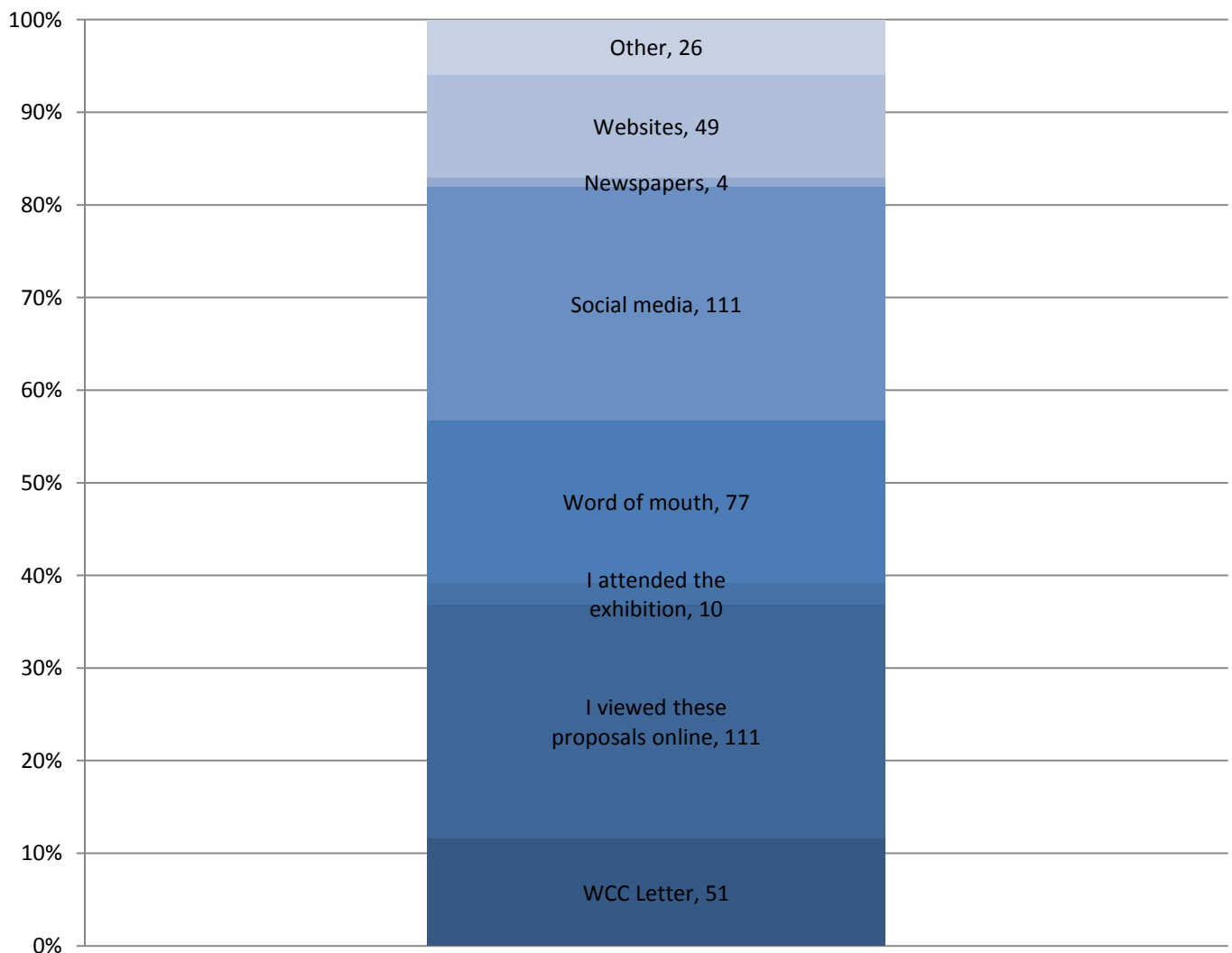
Quietway Route from Edgware Road to Fitzrovia

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

Total Usable Responses	358
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How did you find out about the proposals? (multiple choice)							
WCC Letter	I viewed these proposals online	I attended the exhibition	Word of mouth	Social media	Newspapers	Websites	Other
51	111	10	77	111	4	49	26

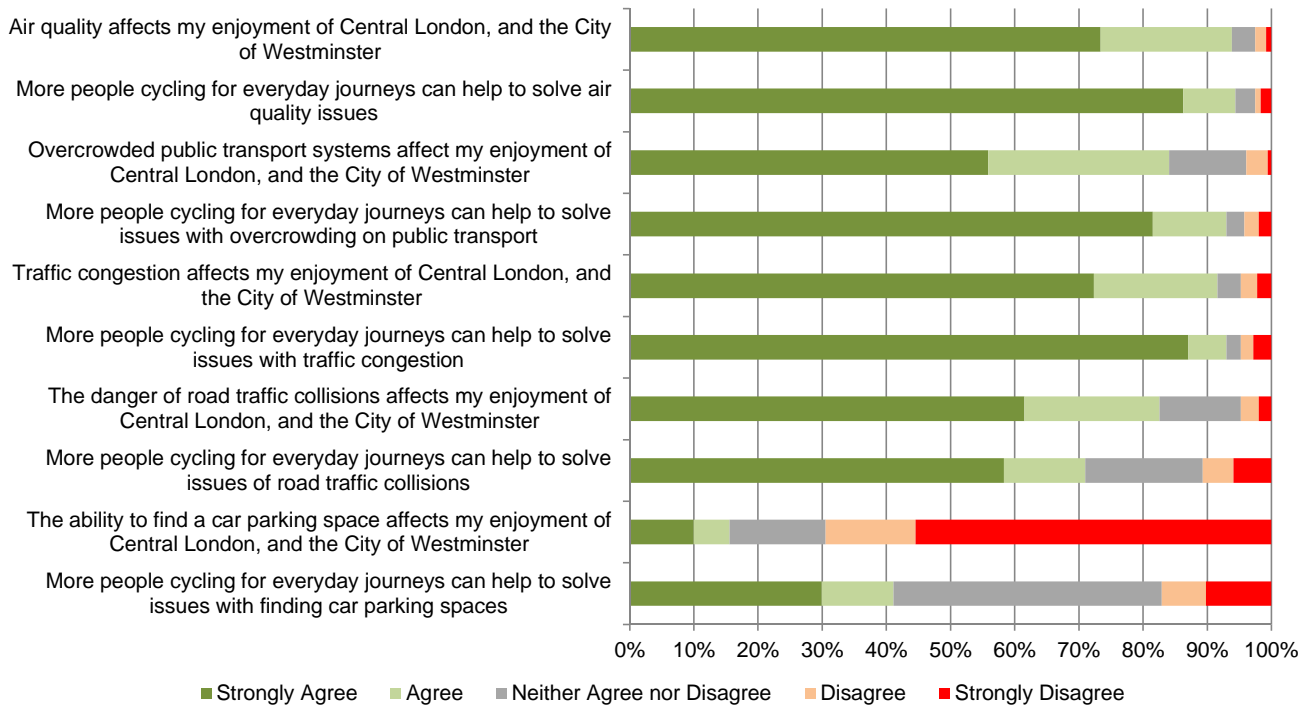
How did you find out about the proposals? (multiple choice)



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

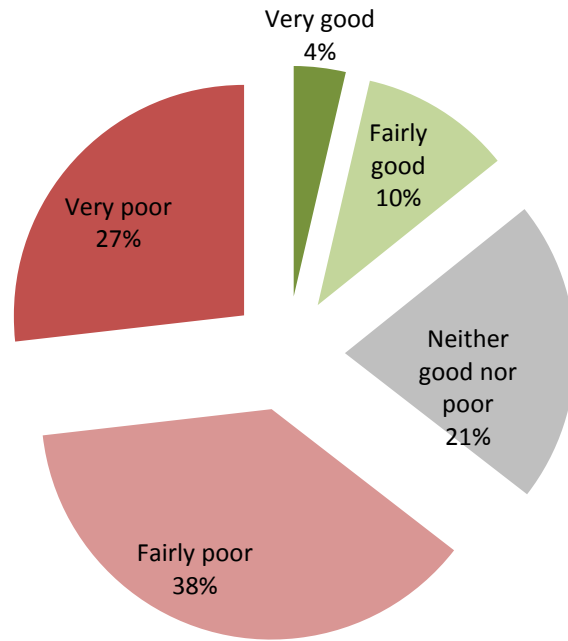
	More people cycling for everyday journeys can help to solve issues with finding car parking spaces	The ability to find a car parking space affects my enjoyment of Central London, and the City of Westminster	More people cycling for everyday journeys can help to solve issues of road traffic collisions	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	91	32	207	219	310	259	291	200	308	262
Agree	34	18	45	75	21	69	41	101	29	73
Neither Agree nor Disagree	127	48	65	45	8	13	10	43	11	13
Disagree	21	45	17	10	7	9	8	12	3	6
Strongly Disagree	31	178	21	7	10	8	7	2	6	3

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



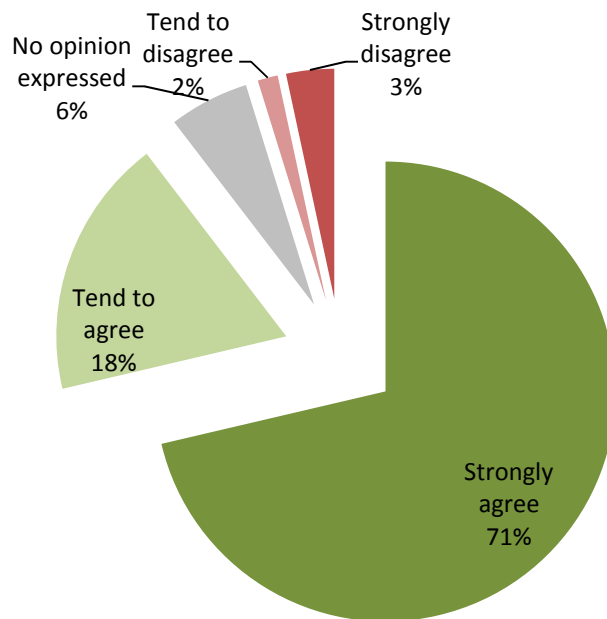
In the area being consulted on, cycling conditions are currently...?

Very good	13
Fairly good	38
Neither good nor poor	76
Fairly poor	135
Very poor	96



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

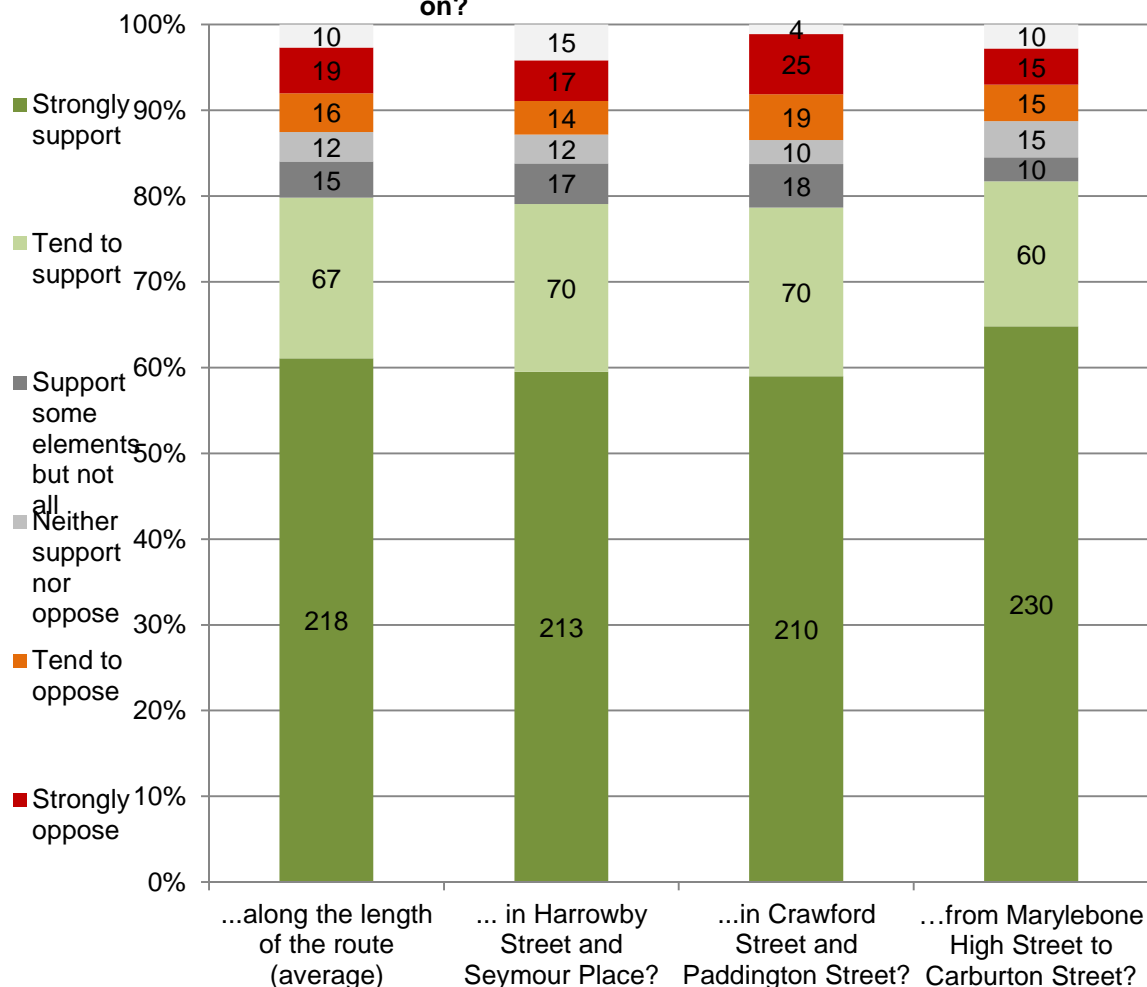
Strongly agree	254
Tend to agree	65
No opinion expressed	20
Tend to disagree	5
Strongly disagree	12



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

	...along the length of the route (average)	... in Harrowby Street and Seymour Place?	...in Crawford Street and Paddington Street?	...from Marylebone High Street to Carburton Street?
Strongly support	218	213	210	230
Tend to support	67	70	70	60
Support some elements but not all	15	17	18	10
Neither support nor oppose	12	12	10	15
Tend to oppose	16	14	19	15
Strongly oppose	19	17	25	15
Don't know	10	15	4	10

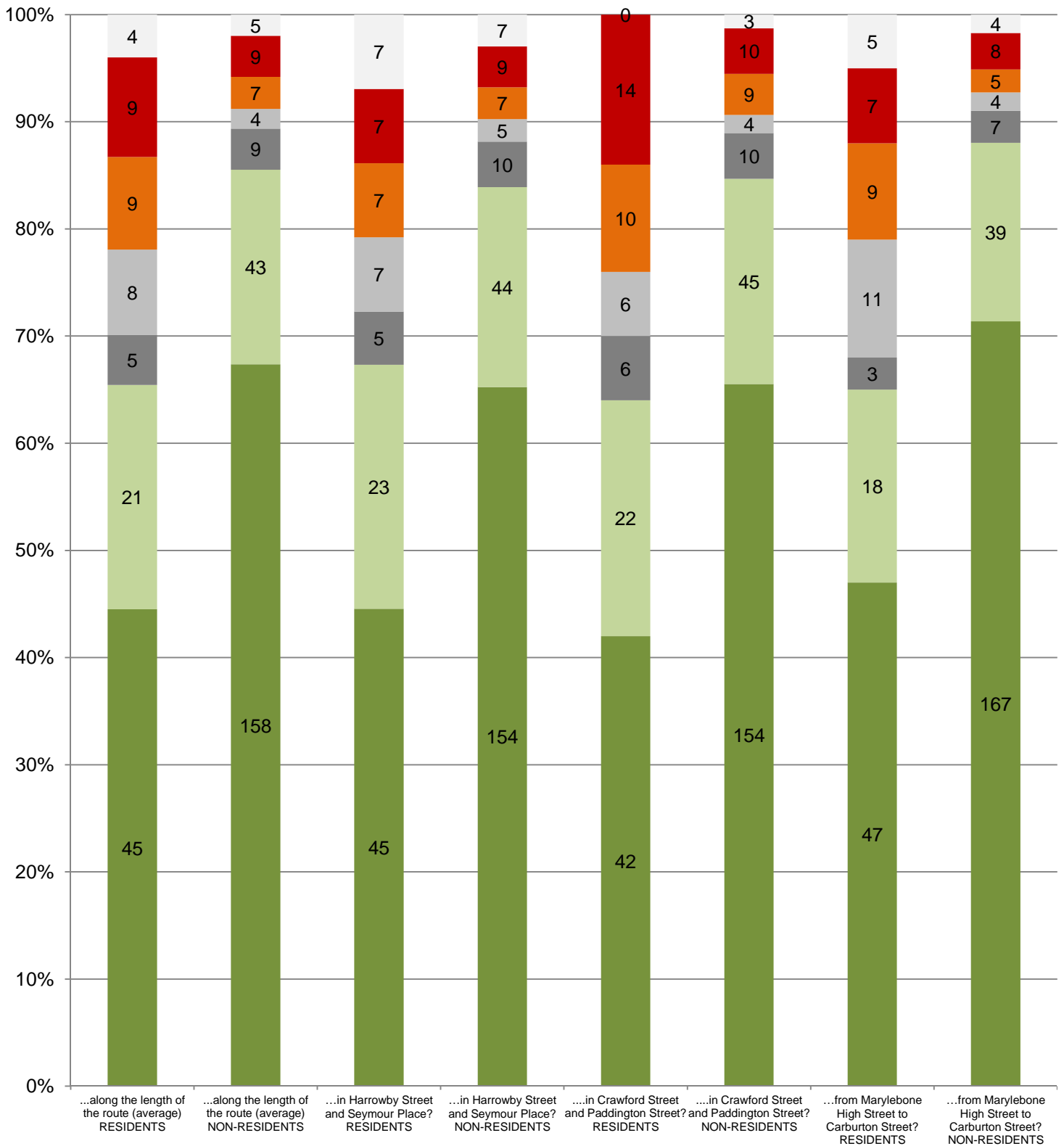
To what extent do you support the proposals which are being consulted on?



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

	...along the length of the route (average) RESIDENTS	...along the length of the route (average) NON-RESIDENTS	...in Harrowby Street and Seymour Place? RESIDENTS	...in Harrowby Street and Seymour Place? NON-RESIDENTSin Crawford Street and Paddington Street? RESIDENTSin Crawford Street and Paddington Street? NON-RESIDENTS	...from Marylebone High Street to Carburton Street? RESIDENTS	...from Marylebone High Street to Carburton Street? NON-RESIDENTS
Strongly support	45	158	45	154	42	154	47	167
Tend to support	21	43	23	44	22	45	18	39
Support some elements but not all	5	9	5	10	6	10	3	7
Neither support nor oppose	8	4	7	5	6	4	11	4
Tend to oppose	9	7	7	7	10	9	9	5
Strongly oppose	9	9	7	9	14	10	7	8
Don't know	4	5	7	7	0	3	5	4

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

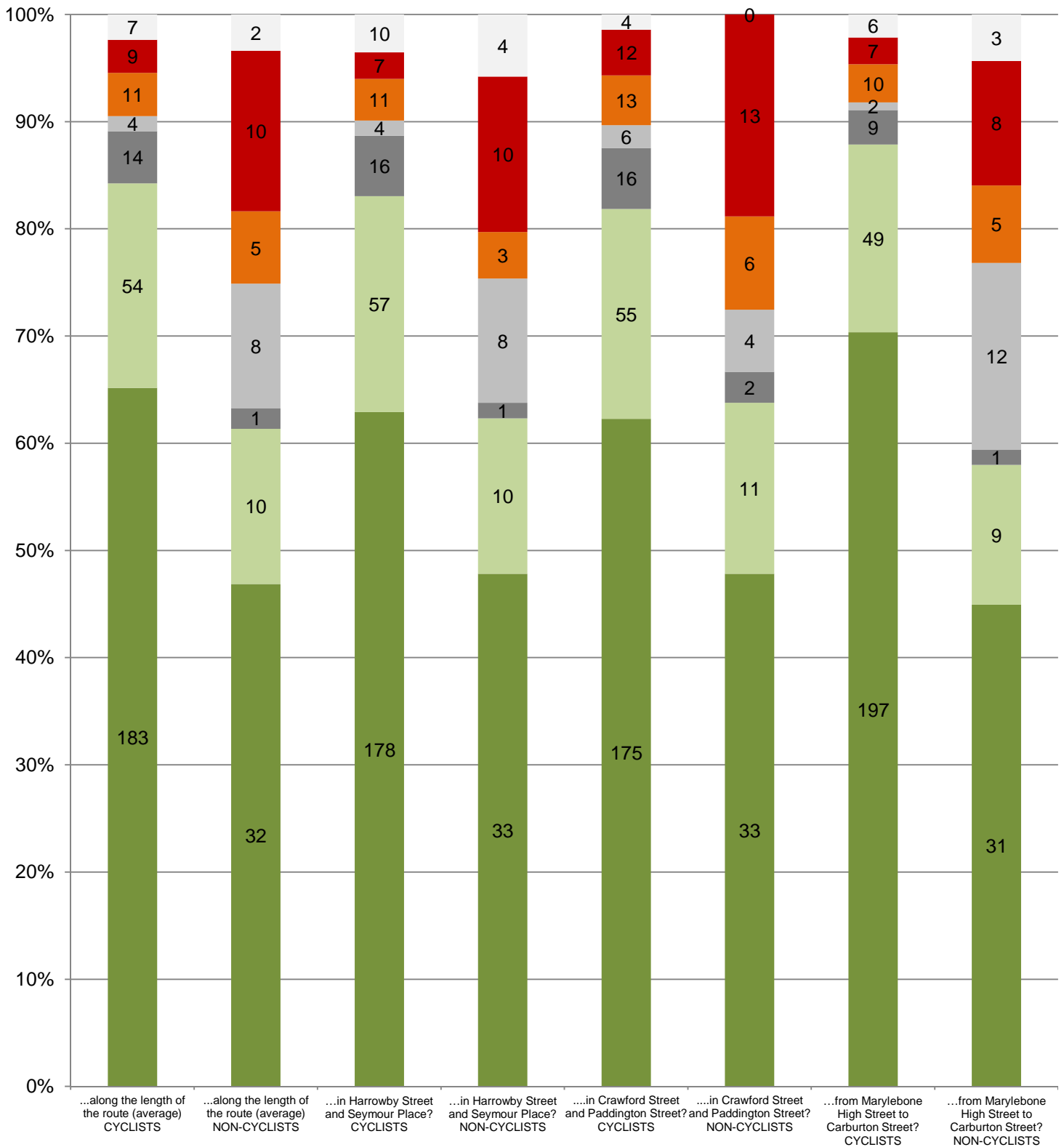


- Strongly support
- Tend to support
- Support some elements but not all
- Neither support nor oppose
- Tend to oppose
- Strongly oppose
- Don't know

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

	...along the length of the route (average) CYCLISTS	...along the length of the route (average) NON-CYCLISTS	...in Harrowby Street and Seymour Place? CYCLISTS	...in Harrowby Street and Seymour Place? NON-CYCLISTSin Crawford Street and Paddington Street? CYCLISTSin Crawford Street and Paddington Street? NON-CYCLISTS	...from Marylebone High Street to Carburton Street? CYCLISTS	...from Marylebone High Street to Carburton Street? NON-CYCLISTS
Strongly support	183	32	178	33	175	33	197	31
Tend to support	54	10	57	10	55	11	49	9
Support some elements but not all	14	1	16	1	16	2	9	1
Neither support nor oppose	4	8	4	8	6	4	2	12
Tend to oppose	11	5	11	3	13	6	10	5
Strongly oppose	9	10	7	10	12	13	7	8
Don't know	7	2	10	4	4	0	6	3

**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 oppose
- Don't know
- Tend to support
- Neither support nor oppose
- Strongly oppose

Comments received in the Survey

Answer	Comment
I would be more likely to cycle in central London if there was a network of easy to follow, quiet cycle routes.	
Don't know	
No opinion	
Strongly agree	
Strongly disagree	
Support some elements but not all	<p>I am 76, do not own a car and have always cycled in London. Not now in central London as too much traffic and the size of the long lorries is scary. Stopped at a red light with a pavement protection fence on the pavement, there is no exit for the cyclist when a long lorry turns left. cycle paths must be separated from traffic by a curb.</p> <p>I am a regular cyclist both ways across Fitzrovia, and the decision not to simply extend the eastern route back through Weymouth/Clipstone St is crazy. I also work with older people who live around Carburton St and putting the route through there rather than the currently used Weymouth/Clipstone St to hook up with Camden's route will put their ability to get out and walk in danger.</p> <p>I'd prefer segregated bike routes on main streets, to meandering back streets. If on back streets, more than just signage needed.</p> <p>In order to make safe routes that will encourage cyclists, it is not enough to simply paint symbols on the road. Either protected infrastructure that separates cycle users from traffic needs to be used, or proper barriers that prevent through access by motorised vehicles should be used to remove this element of traffic.</p> <p>Junction Baker St and Crawford St impossible for cyclists because hire cycle dock squeezes them out. Dock could be relocated to edge of footpath to give cyclists space.</p> <p>New infrastructure is required and I support the construction of it but only Dutch-style segregated cycle infrastructure will encourage more people to cycle and create the safe environment for pedestrians and cyclists that I assume is the ultimate aim of the works.</p> <p>These are already busy roads especially beloved by fast moving taxis and delivery vans as well as private cars, 'Quiet cycle routes' is therefore not the correct term to use. With parked delivery vans and taxis stopping randomly cyclists are often forced into the main stream of traffic. Only segregated lanes (such as along Torrington Place) would make these viable quiet cycle routes. Please!</p>
Tend to agree	
Tend to disagree	
To what extent do you support the proposals which are being consulted on in Harrowby Street and Seymour Place?	
Don't know	
Neither support nor oppose	
Strongly oppose	
Strongly support	
Support some elements but not all	<p>A painted logo isn't nearly enough! Be bolder.. no through routes (filtering); cycle contraflows on one-way streets; 20mph limits. Or even better - proper segregation!</p> <p>Cycling lane improvement has no direct correlation to car use, certainly not a decrease in car use. Cyclists and are drivers are different types. The cycle way proposed is the most heavily trafficked non-Marylebone Rd route in the neighbourhood. I speak from over a decade as a local cyclist. Moreover there should be no dependency on the Baker St Two Way proposal. That proposal will increase pollution up Baker ST and Park Road, perhaps as far north as Swiss Cottage. The Baker St Two Way proposal would be detrimental to cyclists as the space for cyclists on both Baker ST and Gloucester Place is diminished.</p> <p>Does not solve problem of too many vehicles. Does not improve the environment and encourage people to cycle Edgware Road crossing needs to be improved for cyclists.</p> <p>How is painting bikes on the road meant to protect vulnerable road users?</p> <p>Junction, yes, definitely make more cycle friendly - give cyclists a head start at lights. Cycle logos - waste of money - need segregated lanes</p> <p>New infrastructure is required and I support the construction of it but only Dutch-style segregated cycle infrastructure will encourage more people to cycle and create the safe environment for pedestrians and cyclists that I assume is the ultimate aim of the works.</p> <p>Once again this is a half hearted, ill conceived exercise. What a great city needs is a comprehensive network of segregated cycle lanes to make cyclists safe and their commute enjoyable. A few bicycles painted on the road does nothing to solve any of the problems raised in your questionnaire. Look at any Dutch, Swedish, German city and you will see how make London better.</p> <p>Really should hook up better with the route along the canal through Paddington Basin. I would probably not use the bits before Crawford St.</p> <p>Signalled crossings for pedestrians are overdue, especially with regard to the many schools in the area. If I understand correctly, you are not proposing to put in any segregated cycle lanes - only secure cycle lanes will encourage more people to use bikes instead of cars.</p> <p>The elements proposed by Westminster are inadequate. There are no significant changes here. The roads are too narrow because of all the parking, none of which has been proposed for removal. Either parking should be removed and proper cycle lanes put in, or, if parking remains, bollards should be used to prevent rat-running by through traffic, thereby calming the streets properly.</p>

The idea is good but using New Cavendish Street would make much more sense as it links in to Camden's segregated cycle route

These proposals are a joke. There is no clear evidence of protection of cyclist, reduction in car movement along or even pedestrian improvement. Road closures with Cycle only filters would help encourage more cyclist. If this scheme was to go ahead without significant improvement it would simply be a waste of paint, because no additional cyclist will use the route. Please be more serious and sensible with your proposals, people want to cycle around Westminster but that is an extremely dangerous thing to do at the moment because of the focus Westminster council has on Driving.

this is near my children's school but does not offer nearly enough protection from motorists, who sadly cannot be trusted to drive safely while they are distracted, texting, or speeding, as we often observe

This route should not go via Seymour Place as the right turns across traffic are not suitable for inclusive cycling. A better option would be via Shouldham St with a motor traffic filter at the blind corner on Crawford St.

What has been done to make it 'quiet'? All I see is some paint on the road. Where are the closures to through traffic?

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

Tend to oppose

Tend to support

To what extent do you support the proposals which are being consulted on in Crawford Street and Paddington Street?

Don't know

Neither support nor oppose

Strongly oppose

Strongly support

Support some elements but not all

It's like Westminster council has its head in the sand. I honestly cannot believe this what a London council is proposing in the 21st Century it's abhorrent. An area notorious for rat running of cars it is ridiculous to think that sticking paint on the ground and putting sign post up will encourage cyclist. To make conditions slightly better for cyclist Crawford Street needs to become a no through road.

Again, this makes little sense, should go along Weymouth St/Clipstone st where the streets are wider and there are far fewer pedestrians.

Crawford St approach to Baker St impossible for cyclists because of hire cycle dock. Regret loss of traffic island Devonshire/Marylebone High St. Welcome refugees.

How is painting bikes on the road meant to protect vulnerable road users?

I have already done that

It is good to give more space and more security to pedestrians, but again, segregated cycle lanes are missing.

It was difficult to understand some of the proposed elements from the write-up (illustrations would have helped a lot) but it sounds like not enough is being done. The crossings of Marylebone in particular, are dangerous and very inconvenient, with cycling safety apparently lowest on the priority list. Moving a couple lines up and making more room for pedestrians is not enough!

Junction rethinks good, but not enough to just provide cycle logos.

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

same - we go by this pinch point regularly and Paddington st is a nightmare for my kids since it has two sets of parked cars and no safe space for cycling. it is just inviting major accidents,

Support the improvements for pedestrians. The proposals for cycling here given high levels of motor traffic are no-way near good enough to provide a safe or quiet route for cycling. I would suggest use of motor traffic filters, or implementation of one-way for motor traffic with stepped cycle tracks to provide adequate cycling conditions. The Marylebone Gyrotory needs either sharp traffic reduction, or contra-flow cycling.

The idea is good but using New Cavendish Street would make much more sense as it links in to Camden's segregated cycle route

The same.. be bolder!

The streets in question are already hugely congested at nearly all times. It is often not possible for cars approaching from opposite directions to pass without slowing significantly or stopping. How are you going to create cycle lanes without making this situation worse? There will have to be no parking either side of the roads in Paddington street and Crawford Street. And possibly only parking on one side of the street in Devonshire Street.

There are two key issues: 1. The scheme does not affect the most hostile section of this route (which I ride a lot), namely the Marylebone one way system. It takes a confident rider to navigate the eastbound route in particular and there is absolutely zero new provision on this section in this proposal. The aim of Quietways is to allow less confident riders a decent route - if a route is blighted by just one poor/dangerous section, then those riders won't use it. 2. All the ASLs are all well and good, but in busy times, on-street parking restricts a safe route to the ASL, and you're forced to mix in with traffic, increasing the chances of a left hook. This needs some reduction in parking and more dedicated space for cycling to make a meaningful improvement in road conditions for cyclists here.

What has been done to make it 'quiet'? All I see is some paint on the road. Where are the closures to through traffic?

what impact will these have on pedestrians? Motorists are better trained on road procedures than some cyclists who mount pavements and ignore traffic lights. Also please study the Clerkenwell Rd EC1 at rush hour where some cyclists keep to lane, some don't and some overtake cars creating a three-line buzz bomb experience at different speeds and standards of road procedure observance.

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

Tend to oppose

Tend to support

To what extent do you support the proposals which are being consulted on from Marylebone High Street to Carburton Street?

Don't know

Neither support nor oppose

Strongly oppose

Strongly support

Support some elements Finally, decent proposals for cyclist. I would like Westminster to consider altering the time of the 4 relocated parking bays, consider extending the no parking hours so 0730 to 1930. Also Ban Right turn for vehicles from Devonshire Street into Great Portland Street and from Great Portland Street into Carburton Street. The Devonshire Street right turn ban should definitely be a priority so that there is no pressure on turning cyclist from vehicles. Carburton Street east of Great Titchfield Street is the example of excellent cycle planning that should be implemented along several other sections of the route, especially at Gloucester Place and Baker Street.

I live in Carburton Street and it isn't clear to me from the diagrams that it is necessary to have loud, disruptive street works outside my residence to enable cyclists to ride through.

I live near there and the plans are a muddle. Please allocate space for segregated cycling or its a waste of time... being mixed with traffic scares off many cyclists and shows Westminster cares more for motorists than human beings on the road or pavements...

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

Same as above. It is good to give more space and more security to pedestrians, but again, segregated cycle lanes are missing. A sign on the road does not deter any car driver to cut off a cyclist.

Seem pretty feeble proposals.

the idea is good but using New Cavendish Street would make much more sense as it links in to Camden's segregated cycle route

Two-way cycling, great. But this looks a mess, particularly for eastbound cycle traffic which needs to position themselves correctly on Gt Portland Street by navigating lanes of traffic. I think this needs full segregation here and separate traffic light phases to permit cyclists safe passage through this junction.

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

Tend to oppose

Tend to support

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

I am concerned about the possible loss of trees along its route. These trees are particularly important to locals on and around Great Portland Street (W1W Trees). The scheme will mean many pedestrian crossings on these stretches of Great Portland Street -- could these not be rationalised with the existing. Will this project require the removal of (or preclude additional) trees? If so, this would be most unfortunate. * Be aware of issues with wide delivery lorries parked on Carburton Street (along supermarket) which may compromise the safety of the design (especially at night). * Devonshire Street (Hallam to GPS) cycle contra-flow facility needs clearer road markings as east-bound right-turning traffic always pulls right early on Devonshire Street (usually at speed). This has been a long standing concern for pedestrians crossing this intersection. Multiple road markings at these locations in the past were not helpful (please see attached photos). * Consider improving the design with the removal of railings on east side of GPS at the crossing near 220 Great Portland Street (this was done on the west side and for the sets on Cleveland Street - but omitted here). This is a v. long standing local request. * I am also concerned about the loss of parking bays: where would they be relocated? The only acceptable solution would be to relocate them slightly South on GPS, or else local businesses, especially restaurants and medical, will be impacted. Parking for residents in the local area is already very scarce, so any repositioning of the parking bays should not result in the loss of dedicated resident parking. * Wider / better quality pavements for high volumes of pedestrians on Great Portland Street (yes - encourage walking) would be welcomed.

1) We feel the pedestrian crossing facilities at the junctions of George and Crawford Streets with Gloucester Place need to be improved to full green phase crossings as part of the cycling proposals. The current lack of full green phase provision is unsafe and a concern to businesses and residents alike in the area. We see no reason that these changes cannot be made in advance and in anticipation of the Baker Street Two-Way project. 2) The junction of Paddington Street with Baker Street travelling East to West is frequently compromised by HGVs delivering to restaurants/retailers. A review of provision for loading and unloading along these routes and particularly at this site would be welcomed. Baker Street Quarter Partnership (BID) are currently progressing our work to consolidate deliveries in the area to reduce their impact. We are already consolidating waste and continue to expand this. In future we would like to see specific bays reserved for vehicles that are participating in consolidation schemes.

A few car filters to stop rat running would further enhance the proposals.

A large volume of cyclists will be dangerous in a highly residential area.

A lot of cyclists already use the streets you are consulting on and are already quite busy. I have no problem with you making this safer for cyclists and making it a formal quiet way. My concern is as a pedestrian. These are local streets with shops and facilities either side. Pedestrians need to be able to cross them without fear of being mowed down by cyclists or cars. As an active pedestrian in Westminster my main concern is that a lot of money is spent making cycling easier and safer. However cyclists need to be policed - too often do they go through red lights, cycle the wrong way up one way streets or up roads which are closed (see Paddington Street at 8am), cycle on pavements and pedestrian thoroughfares, cycle through parks (where cycling is not permitted) or don't stop at pedestrian crossings. Whilst cycling gets safer, it gets more dangerous for pedestrians. Please ensure the cyclists are policed for the sake of all Londoners otherwise there will be some very serious accidents.

Again, going along Carburton Street and then down Cleveland St going east is a terrible idea. The current cycle route as plotted by the LCC along Weymouth/Clipstone Sts is quiet and safe, with wider pavements and fewer pedestrians. I am also very worried about the effect of putting the route through Carburton St which has a very high population of older people, plus it does not join up with the route through Camden as directly.

Already, many of these roads suffer from unenforced illegal parking which obstructs cycling facilities. The Council should consider removing parking and adding additional loading bays.

Apart from the provision of a contraflow cycle lane on Great Portland Street and Carburton Street the proposals do nothing for cyclists, indeed to the south is an existing cycle route, it would be better if this was improved as this route is currently often used by speeding motor vehicles with little regard to the relatively high number of existing cyclists, the proposals would create exactly the same scenario but push the problem further north and with little background as to how this will link up to the existing cycle route beyond the area proposed. The main aspects of the whole route are with regards to providing pedestrian crossings at junctions with no improved facility for cyclists. there are 2 major solutions for the existing route which could be improved one is reduce the speed limit and sequence traffic lights for the speed of cyclists rather than 30mph motorised vehicles with raised tables at junctions etc. reduce the amount of car parking on streets Two is to take away space for car parking and give it to segregated cyclists and heightened pedestrian environment. Considering the numbers of pedestrians and cyclists together make up for more of the numbers of users of the roads in question together with their beneficial effect on the environment in terms of pollution health space requirements etc. it is absurd that so much public space is given over to cars doing nothing.

As above. Much thought will have to be undertaken to ensure that those who use cars and the residents don't find road congestion considerably worse with cycle lanes.

As always with Westminster Council proposals, there is concern about a hidden agenda. The 'elected representatives' have a history of representing financially influential groups, not the general populace.

At no stage does this or any other proposal address the issue of the lawlessness of cyclists! By making life easier for them I suspect all you are doing is making life more intimidating for pedestrians and motorists. Recently I produced my phone when a cyclist went through red pedestrian lights. He got off his bike and threatened me physically! They have become mob members! Giving them more will make everyone else's experience even worse. Who is working on introducing enforceable laws for cyclists??

By putting a cycle logo on road wont change much! These quiet ways should ban cars, busses only

By putting these measures in place I think it will help to get more children cycling for leisure and cycling to school also less confident adult cyclists

Carburton Street proposal is far too cluttered. Opportunity for "shared space" here.

Consideration for safety of pedestrians should be paramount. Crossing a cycle-way can be very difficult as cyclists don't stop at pedestrian crossings or traffic lights. Pedestrians feel very vulnerable when cyclists are so lawless.

Cycle logos per se will not address problem of too many cars.

Cycle paths need to be delineated with physical kerb otherwise cars just park in them and cars drive in them which is dangerous and intimidating

Cycling in Central London is scary and uncomfortable due to the close proximity of cars and lorries these proposals are great.

Cyclist are being privileged over residents and pedestrians, who have little say in these decisions. A bad policy, in my view.

Cyclists can be a real menace to pedestrians. Hope the scheme will help pollution however the streets where you propose all these changes are not designed to cope with taking away part of the lane for cyclists. It will mean there's more car congestion which is not fair. There won't be an increase in the cars using these streets but of course with a cycle lane the cars will be squashed into narrower lanes.

Cyclists currently jump lights around the Devonshire Street area, making it very unsafe to cross roads. This proposal would only encourage them!

Cyclists shouldn't have to go around a one-way system in Marylebone High St. I cycle this route and find it hazardous.

cyclists shouldn't have to go around the hazardous gyratory system at Marylebone High St

Doesn't go far enough we need more of this

Eastbound cyclist are unlikely to accept the detour via Nottingham Place and Nottingham St and will instead follow the existing route Paddington St, Ashmill St, Moxton St, Weymouth St which already is a "quietway" of sorts.

Except for the contraflow on Carburton/Great Portland Street I do not see any improvement. Contraflow on Great Portland needs to be segregated or find a way to make sure cars do not park on it, or it will become very dangerous.

Existing cycle routes tend to have very poor road surfaces, this should be given higher priority.

Filtered permeability should be considered for many streets in the Fitzrovia area to prevent rat running full stop. Should be access only.

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

Genuinely Quiet Routes should be considered and extended throughout central London to encourage less confident and less experienced cyclists to cycle on a regular basis and feel safe doing so.

Given that street works are disruptive, loud and dusty, I think where the current set up is already supportive of cycling, unnecessary work should be avoided. I'm not sure the proposed changes in Carburton Street are necessary.

Great improvement!

Great plan, please do it as soon as possible so I can cycle to university!

Groups of cyclists can be unnerving to pedestrians and make it hard to get around for other road users. These days cyclists tend to ignore the highway code and run red lights which make them a nuisance to pedestrians, especially the elderly.

Hoping you'll get around to creating a quietway leading from Marylebone to Aldwych at some point :)

I agree with all the proposed scheme

I am a vehicular cyclist (I have ridden all my life and have no problem 'mixing it' in traffic) but understand few others share this trait. I want to ensure that all cyclists feel safe to ride in central London, so separated cycleways are the way forward!

I am concerned about the build-out of the curb at either end of Devonshire Street - this will create a pinch-point causing conflict between cyclists and drivers. It looks as though Westminster is trying to use cycle funding for general street improvements. This is not acceptable.

I am concerned about the removal of the traffic island at the connection of Devonshire Street and Marylebone High Street. The road is difficult to cross for pedestrians and the island is needed. Without the island it will be unsafe for children and the elderly to cross the road. If the island is removed a pedestrian crossing should be installed.

I am concerned with Carburton Street being used due to: 1. By elderly people's home using same pavement 2. Nursery using same pavement 3. Carburton Street is used illegally as a rat run by cars turning off from Euston Road down Cleveland Street, and illegally turning right into Carburton Street 4. Proposed new petrol station on Clipstone Mews would cause extra traffic for Carburton Street (including vans, petrol tankers), thus not making it safe for cyclist. Thanks.

I am not sure how traffic signals in GT Portland Street will help cyclists cross the road as often these don't offer help in real terms. I do welcome the two way traffic in principle.

I am really pleased that Westminster and TfL are upgrading cycle routes in central London. I am not a regular cyclist, but find cycling in central London really difficult and welcome any improvements that result in safer cycle routes

I am the scheme manager of Fitzrovia Court Community Supportive Housing Scheme, which consists of 30 properties for older people on Carburton Street. I have been asked by several of the residents to raise concerns on their behalf. The main concerns being raised are that it will make it very difficult for some of the residents with reduced mobility to cross the road as it will mean more raised kerbs for them to negotiate. Although presently a one way system we already have cyclists coming the wrong way on the road and there have been a couple of near misses with residents especially those with poor vision; one lady commented I can hear a car / van but I cannot hear a cycle. A question was asked as to why Carburton Street in particular was chosen and why it is not possible to marry the lanes up with the system (albeit in Camden) already in place which runs along Maple Street going towards Tottenham Court Road and comes back along Howland Street from Tottenham Court Road. This would surely extend a safe cycle route, rather than creating one which is somewhat disjointed. Residents are also concerned about the narrowing of existing pavements making it more difficult to negotiate with frames, walkers and wheelchairs, and also access into the parking area for contractors, visitors, hospital transport etc. The residents understand that there may be a need for safer passage for cyclists in the area but feel it would be better to join it with the current network.

I am very concerned about the possible loss of street trees along the route. These trees were particularly important to the local community around Great Portland Street. (W1W Trees). How many pedestrian crossings are proposed for Great Portland Street - is this not too many with the existing? Could this impact space for trees (or require removal of trees)? Wider pavements for high volumes of pedestrians on Great Portland Street (to encourage walking) are also important. Consider improving the design with the removal of railings on east side of GPS at the crossing near 220 Great Portland Street. Be aware of issues with large delivery lorries on Carburton (supermarket) that will compromise the design. Dangerous cycling habits (riding on pavements and riding against traffic flows) should also be dealt with. Devonshire Street (Hallam to GPS) cycle contra-flow facility needs clearer marking as right-turning traffic always pulls fast and right early. This was been a long standing concern.

I am writing on behalf of Westminster Cycling Campaign, the local group of the London Cycling Campaign. Thank you for inviting us to comment on the Bloomsbury to Southbank Quietway proposals. We see the Central London Cycling Grid as essential to attracting new people to cycling and achieving the Mayor's Vision of "more women cycling, more older people cycling, more black and minority ethnic Londoners cycling, more cyclists of all social backgrounds and the Council's Cycling Strategy Vision to make Westminster a national leader in cycling provision, making it safer and more attractive for a greater number of people from all backgrounds, to cycle more frequently. However, this is only going to happen if the routes are of a sufficiently high quality and we have severe doubts in this regard about some sections of this proposed Quietway. ++ Burwood Place to Seymour Place With the exception of Carburton Street, Harrowby Street is likely to be the only section of this route where traffic volumes are anywhere near the Dutch maximum of 2000 per day for main cycle routes where cyclists share space with motor traffic. But the average weekday flow of 2662 still exceeds it, though the PM peak hourly flow of 186 would achieve the highest score for traffic volumes in the Cycling Level of Service. So the traffic volumes in Harrowby Street come somewhere close to what we might expect on a Quietway. Can any protection be given to westbound cyclists waiting in the middle of Seymour Place to turn right into Harrowby Street? Perhaps something like the arrangement at the junction of Seymour Place with York Street? Alternatively a different route via Shouldham Street and Crawford Street, with some kind of a filter on Crawford Street at the blind bend at Homer Street? Can the one-way sections of Norfolk Place and Cambridge Square be made two-way for cycles? Otherwise westbound cyclists will have some difficulty in leaving the route to the west. We welcome the proposal to make Forset Street two-way for cycling, providing access to Hampton Gurney Primary School and the nearby cycle hire docking station. Can Brendon Street be made two-way for cycling, so cyclists from Forset Street can choose to continue cycling northwards, parallel to the busy Edgware Road? ++ Crawford Street to Devonshire Street Â· Crawford Street and Paddington Street are quite narrow and carry a significant volume of traffic. The average weekday two-way flow in Paddington Street is 9536 per day, with a PM peak flow of 776 per hour. These volumes are well in excess of the Dutch maximum of 2000 per day for main cycle routes where cyclists share space with motor traffic. They would also be rated as basic (zero points) by the Cycling Level of Service. The parking bays on each side not only restrict the available carriageway width and introduce the risk of opening doors but also limit the range of solutions. One of our members has described these streets as a nightmare at present, with aggressive taxi drivers trying to squeeze through. It is therefore highly disappointing that there are no real proposals to improve this situation. The one-way system around Paddington Street, Nottingham Place, Nottingham Street and Marylebone High Street is a serious obstacle for cyclists. Navigating this system involves scissor movements across other streams of traffic. It is equally disappointing that there is no proposal to improve the situation: Cycling Level of Service could well consider this to be a critical failure. We support the introduction of pedestrian phases at signal-controlled junctions along this route. It is quite unacceptable that junctions should not have these phases. According to our calculations, the proposals for this section of the route would improve the Cycling Level of Service from 37% to only 40%. This is well below the desirable level of 70%. The following measures would help to achieve a higher score: o Reducing traffic, for example by filtering or by restricting motor traffic to one way. This would improve the local environment for residents and businesses, as well as for cyclists passing through. o Reducing speeds, for example by introducing a 20mph limit enforced by average speed cameras.

[Westminster Cycling Campaign continued] oProviding a safe route through the Nottingham Place / Marylebone High Street gyratory, or turning it back to two-way. oRedesigning junctions to prevent conflict between straight-ahead cyclists and left-turning vehicles. oReducing car parking so as to release more space for cycling. ++ Devonshire Street to Carburton Street
 Â-We welcome the introduction of a two-way cycle route along this axis as an alternative to the Marylebone Road. We also expect it to connect with routes being developed by Camden. Â-Can Cleveland Street be made two-way for cycles? Otherwise the Carburton Street end of the route will only be useable for half the possible journeys. Â-Is a simpler arrangement possible at the junction of Carburton Street and Cleveland Street that would be less likely to provoke opposition from local people? We trust that you will be able to take our views fully into account in the final design for this scheme and we look forward to its timely implementation with the required improvements.

I cycle east-west to my job at Imperial College every day, and the change when crossing into Westminster from Camden is obvious - the message is clear that Westminster currently doesn't care about road safety, only about the amount of parked cars that can be accommodated.

I cycle from Angel to Paddington regularly, and use this route because it is the safest available to me. There are, however pinch points along the route, many of which are addressed by these proposals. I wholeheartedly support these proposals

I cycle in all the above areas at least twice a day

I cycle this route occasionally and recognise the total inconsistencies of it - you can't get straight across on bike. It's totally illogical. So any new route for cyclists to not have to go waaaay around is very welcome. It's called 'desire lines' - cyclists will go whichever way is quickest for them even if the route won't allow. So thank you for allowing us to go opposite up a one way street. It needs to be done. Thanks.

I do support *any* proposals to make London a better city for people, and less emphasis on cars. In other countries, where there are large areas of pedestrianisation, the inner city is a welcoming, friendly, accessible and pleasant place to be. Central London is hideous. It's clearly all about motorised traffic, and is hostile to adult humans, let alone children. Even though London favours motor traffic, it does this very badly, with constant traffic jams and very little flow.

I don't believe they go far enough - if you want a significant increase in the number of people choosing to cycle you need either closures to stop motor traffic rat running, or far higher quality protection for those on cycles.

I enjoy cycling especially with my small child but I feel very unsafe on some of the Westminster roads. I would like more segregated cycle lanes. I feel Marylebone high st is made unsafe and polluted and quite unpleasant for pedestrians and cyclists because of the constant delivery trucks. I would like to see this addressed. Thank you.

I fully second LCC comments about Carburton Street and Great Portland Street

I had high expectations of these plans and they were completely crushed by the lack of improvements proposed. When I cycle in London I use the cycle hire scheme, when I follow certain routes from other boroughs, as soon as the route reaches the City of Westminster I find a docking station, because the streets of Westminster are not designed for cyclist (or even pedestrians) they are designed solely for cars, vans and lorries. If these proposals were to go ahead my attitude to cycling in Westminster would not change. I would still generally avoid the area. Whilst Westminster may not have many residents that want to cycle, it's not just residents that visit Westminster. The council has a responsibility to protect cycling that come into the borough as Tourist, Visitors, Commenters and Families. The attitude of everyone in The City of Westminster wants to drive is outdated. The attitude of introducing cycling infrastructure is expensive is also outdated. In Waltham Forest a road closure is enforced by introducing one or two tree planters in the middle of the road, this stops drivers from rat running and allows cyclist to use calm and quieter roads (which will also benefit residents). Please do not miss understand my comments, I am not suggesting all roads be closed but I think Westminster needs to be seen universally as the centre of London, by encompassing safer walking, safer cycling and cleaner environment. I do hope serious changes are made to these proposals, paint on the roads and signs on lamps are good enough.

I often choose public transport or walking over cycling this way due to the lack of confidence I have in road safety.

I really want these Quietways to be successful, and to do this they will need to entice more people to try cycling. Proposals for the western two sections do not do enough in this regard in my view. That is why "tend to support" rather than "strongly support". I often cycle through Fitzrovia on Santander hire-bike, and very much welcome proposal for two-way cycling along Carburton Street. More initiatives like this required please.

I think the proposals sending cyclists around a gyratory system at Marylebone High Street are inadequate and will fail to attract new people to cycling. I think the proposed contra-flow cycle lane on Great Portland Street and on Carburton Street are excellent proposals. I think the Carburton Street design could be simpler (e.g. not splitting the carriageway) and hence less likely to provoke opposition.

I think the route would benefit from more modal filtering, closing some roads to through motor traffic.

I think you also need to do more to reduce through motor traffic on the roads in this scheme, if lots more people are to be persuaded to cycle or walk for short journeys - they must be safe and FEEL safe

I understand the cycle route is to pass through Wyndham Place where 2 schools, a church and St John's Ambulance Headquarters are located. This piazza is always full of children, church goers and St J A vehicles park on double yellow lines in the cul de sac. A bicycle route through Wyndham Place from Crawford St to York St would be extremely dangerous.

I would prefer segregated provision to Quietway. It is very successful, even in cramped road conditions, in the Russell Square area. Obviously the East-West and North-South segregated provision will be terrific.

I would suggest that a continuous demarcated cycling lane is essential for this street. Too often cars and especially trucks are parked partly on the roadway, and congested cars block a safe cycling flow, or overtake cyclists with minimal margin.

If you reduce the number of cars, you'll reduce the car parking availability concern!

I'm concerned about potential confusion between cyclists and drivers on Great Portland Street, and I don't like that you're planning to prevent turning from Cleveland Mews into Cleveland Street. Also, if you remove the planters in Carburton Street, then you'd be taking away some plantings that help the environment.

In addition to the proposals, the mess that is currently the road surface of Marylebone High Street needs addressing. Transfer rather than removing two-wheeled powered parking (e.g. Devonshire St) ought to be considered

In all but the third section, Great Portland Street and Carburton Street, it is hard to see what the changes to present arrangements actually are. Westminster appears to be proposing doing a minimum in these streets, and this will not be enough to create a cycling environment suitable for the majority of people. There will continue to be far too much motor traffic in these streets. Paddington Street, Crawford Street and Seymour Place need road closures with cycle exceptions, or making one-way for motor traffic with provision of segregated two-way cycle tracks. The east end of Paddington Street and Marylebone High Street need exceptions for cyclists to the one-way system, to allow eastbound cyclists on Paddington Street to get directly to Devonshire Street. Westminster's engineers should look at the schemes Camden has been proposing for its Quietway routes, which are far better, with segregation of cyclists or measures to reduce traffic to very low levels.

In my opinion you've picked the wrong route! I cycle in your area regularly, and generally support any improvement for cyclists, but I think the proposed route is one block too far north. If you are spending money, please improve the eastbound route Crawford - Weymouth - Clipstone and the westbound route New Cavendish - Wimpole - Devonshire - Crawford.

In the last year due to terrible and illegal air quality in Central London and my residential road Pall Mall now gridlocked for 20 hrs a day I am being asphyxiated and cannot breathe. Currently approx. 11,000 Londoners are dying earlier due to illegal air and with diesels having gone from 10% of vehicles to now over 50% within a couple of yrs the number of Londoners being killed is expected to rise to over 50,000 a year and likely to be 100,000 a year. Getting rid of these vehicles should be WCC's No.1 priority if Cllrs and officers care anything for residents and daytime visitors lives

It all seems pretty lame. Where is the safe space free from cars for cyclists? Can you really imagine people wanting their children to cycle here? Or elderly or less confident people wanting to cycle here? Must try harder.

It is a great scheme and I hope it happens!!!

It is intended to implement a "Quietway" between Paddington Street and Devonshire Street - what does this involve? People can already cycle along this route. Does it involve banning cars, or removing rows of parking to install a cycle lane? It isn't clear as to what is intended.

It seems like the car is still ruling in the minds of the traffic planners in Westminster, which is a shame. A missed opportunity to encourage people to cycle and walk more.

It should be easier for cyclists to cross Marylebone High Street

It will be good to have the cycling route clearly marked. I always get lost between Marylebone lane and Paddington and end up in one way systems going the 'wrong' way.

It's a great idea

its nice but not enough. Westminster needs to get out of the mindset of rich developers and residents with oversize cars and create a village with safe cycle paths for all ages, that re-establish human contact...not prevent or stifle it. make all council members cycle around and they will see the dangers we all live with daily

It's not much, but it's a start. Please make cycling along Crawford St etc. less of a hostile experience. Linking up with Gt Portland St is a welcome move.

Lack of segregation, or filtering fast moving traffic from these streets.

Longer route = Not Great

Modal filters to remove through traffic is the only way to create real and attractive quiet routes. Wayfinding and paint does not a quiet route make. You must make back street access only for motor vehicles. Filter, filter, filter.

More bicycles, better public transport, fewer cars!

More needs to be done to make these roads quiet. The motorised traffic volumes are too high. The scheme as is without any steps to make these routes safer won't really do that much and would be a missed opportunity.

More people cycling will make a difference to pollution, health, congestion, public transport crowding but to really make a difference true quiet ways. Segregated cycling and safer routes need to be created for all ages to use

More people will cycle if there are reduced traffic speeds through traffic calming such as filtered permeability

More space for cycling is essential for our Lovely city

Most people that ride in the area have no thought about the Highway code and think they own the roads. They should be forced to have a license like all other people travelling on public roads. And have license plates or similar.

Need to reduce the amount of car parking and introduced protected cycle tracks.

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

No concerns

None of these streets is quiet and the level of intervention is too little to provide safe 8-80 cycling. The route is indirect and low quality. Most would not feel safe cycling here. Junctions are not provided with sensible safe solutions. ASL do not provide good levels of cycle service.

On narrow roads very difficult to make things better. I don't think painted cycles on the road is enough. need better signage to explain the unprotected cycle lanes which large numbers of drivers ignore at present.

Only segregated cycling provision will encourage non-cyclists to take it up. This requires bold leadership and investment rather than half-hearted measures currently proposed.

Overall the scheme is supported. But it could be much, much better. There has to be a significant push by you, the council to reduce vehicle numbers in central London. Please take steps on these routes to become a proper world city and enhance the public realm by cutting out local rat running. Apply modal filters across the scheme.

perhaps they don't go far enough - but they are a great first step in the area

Please introduce segregated cycle lanes. If you are encouraging more cycling it will need them - it is already a fraught experience to cycle these streets. Traffic moves really fast here - traffic calming measures would be a second choice, but lanes are the only way to go really, and work well further east e.g. Gordon Sq. area

please make sure bike lanes are segregated physically from traffic as much as possible, please put cameras in to catch cars who flout the rules

Please make sure that left turns are adequately protected. These are typically the most dangerous situation for a cyclist. Also, on Gt Portland St, please make sure that car door openings cannot knock cyclists onto the road.

Please make sure the pedestrian crossing DO NOT making a beeping noise. The route is residential and these beeping crossings are very annoying. Please use a tactile indicator on the bottom of the crossing to help deaf-blind people too. Keep Marylebone quiet!

Please, not a quiet way but a curbed separate way, and one that links up effectively.

Potential increase in traffic (Carburton Street) and effect on pedestrians, many of whom have mobility problems of one kind or another. Plans for 2 way cycling could be confusing. Unknown effect of Cleveland Mews redevelopment. (This questionnaire seems designed to increase support for cycling than find out concerns about proposed routes).

Proposals for Paddington Street/Marylebone High Street are insufficient and a direct route should be provided via Paddington Street for eastbound cyclists.

Proposals to merely "introduce cycle logos on the road to help cyclists follow this Quietway route" and add some "advanced stop lines" will do nothing to make these more attractive routes for cyclists or to contribute to Westminster's broader strategies for increasing cycling in the city. Only segregated infrastructure will do that. The city council needs to be far more ambitious, and look to best practice in other parts of the UK and Europe.

Putting bike logos down on the road is merely a nod to cyclists. Cyclists, drivers and pedestrians need proper segregated infrastructure. There is nothing to stop a vehicle from driving over a bike logo and so it doesn't really improve cyclists' safety. By making the gate to Advanced Stop lines on the left of the road, you are encouraging cyclists to cycle up the inside left of the traffic, including up the inside left of large vehicles like lorries. This has traditionally been the cause of most cyclist deaths in central London. Please consider placing the entrance to the ASL elsewhere - like the middle of the carriageway so that cyclists are more visible and all road users have to be more engaged which protects vulnerable road users. With the new Quietways, do please encourage take up of your excellent cycle training.

Removing the tortuous one way systems in Fitzrovia is a very good idea

Safety for ALL road users

Seems good for pedestrians and cyclists. wide north south roads should be made two-way.

Some of the proposals do not go far enough. There should be more filtering of motor traffic and removal of some motor traffic altogether.

Some sections e.g. Paddington Street, Crawford Street, Marylebone High St should have better provision for bikes than that planned, preferably by reducing motor traffic on the routes.

Stop diesel car immediately or impose a higher congestion charge

Support but more traffic reduction measures required

Support closures of roads to through traffic and better junction with Carburton Street.

The corner of Nottingham Place and Nottingham Street where the cycle route will turn eastwards is today a risky corner for pedestrians. Traffic is often driving fast northwards in two lanes on Nottingham Place swerving eastwards on Nottingham street - and due to parked cars it is hard to see oncoming traffic. It is important that this corner is clearly marked on the road for the safety of both pedestrians and cyclist...and maybe have a marked zebra crossing.

the idea is good but using New Cavendish Street would make much more sense as it links in to Camden's segregated cycle route

The junction of Paddington Street with Baker Street travelling East to West is frequently compromised by HGVs delivering to restaurants/retailers. A review of provision for loading and unloading along these routes and particularly at this site would be welcomed. Baker Street Quarter Partnership (BID) currently progressing our work to consolidate deliveries in the area to reduce their impact. We are already consolidating waste and continue to expand this. In future we would like to see specific bays reserved for vehicles that are participating in consolidation schemes.

The location of the cycleway in Harrowby Street is a missed opportunity to allow cyclists coming from Sussex Gardens - originating from Paddington or Bayswater - to turn right onto Edgware Road, which currently they cannot do. It would be better to reconfigure the road junction at Sussex Gardens and make adjustments to Old Marylebone Road to facilitate and better signpost access to Fitzrovia. Currently it is confusing to get to Fitzrovia from Paddington/Bayswater for this reason. Turning right on Sussex Gardens onto Norfolk Crescent as you plan will probably not work as the traffic won't let you. It would be dangerous to make the roadway in Devonshire Street narrower by widening the footway. Vehicle traffic, particularly black cabs and private hire vehicles, is unlikely to be content to stay behind cycles and will overtake, resulting in even more dangerous skirting of the kerb and parked cars (with doors that might open and hit us). It would make much more sense to use the space on a dedicated cycle lane. Devonshire Street is not dangerous or congested. The pavement doesn't need widening.

The new crossing should be clear where the pavement ends and the road starts. A curb is useful for children to understand where the pavement stops and the road starts. The traffic lights should also not make a noise, this is a quietway. Most of the changes are just paint on the road and advance stops which should be standard at every traffic light. A real bike lane would be like the ones in Camden which are separate from the traffic. The route should be on Dorset Street and especially Ashland Place and Weymouth Street heading east.

The painting of cycle logos does nothing to improve the safety for cyclists. In fact, I am concerned that it may actually be dangerous as it makes cyclists feel they have priority or extra protection on these roads whereas, in fact, they have none and cars can and should drive in exactly the same manner as on any other road.

The plans don't go far enough. We need to provide better facilities for cycling so we have clean air and safer streets for all.

The plans show a cycle lane from Crawford Street, across the paved area of Wyndham Place, in front of St Mary's Church, (which was paid for by residents), and north along Enford Street. This would be disastrous as Wyndham Place is an area where children of all ages play, mothers sit with babies and adults socialise (some even taking chairs to sit in the sun) plus there is a junior school on Enford Street where children cross the road. Given that many cyclists do not adhere to the highway code and cycle at speed it would be a recipe for disaster and there would be a great many accidents. (I speak as someone with metal in her elbow caused by a cyclist going through a red traffic light at speed.)

The proposals are woefully inadequate and will do little to provide safe and attractive cycling for novices. Road closures should be introduced to exclude rat running through traffic. There should be a 20mph speed limit on all streets in Westminster. All the streets and side streets along this route should be two-way for cycling. There should be entry treatments and raised junctions throughout to improve conditions for pedestrians and cyclists. The silly little one-way system should be removed at Marylebone High Street. The improved permeability at Gt Portland Street and Carburton St are good.

The proposals do nothing to address the safety or quietness of the cycle routes. The Council MUST either introduce segregated facilities or close roads to through traffic in order for these to make a difference. These proposals are dangerous. I use this route every day and fear for my life.

The proposals don't go far enough to boost cycling.

The proposed route is poorly chosen and should have been George Street which has greater capacity and is not pushing cyclists down residential streets putting pedestrians at risk. Cyclists are already aggressive towards pedestrians in the area and this will only increase the volume of cycling in an area where there are many children and pedestrians. Coupled with the awful 2-way scheme plans in the area, road traffic patterns are already going to be putting pedestrians and children at further risk.

The quietway route is not direct and too dominated by motor traffic. You will not encourage cycling you provide a route that is both direct and safe.

The scheme is pointless without filtered permeability. Westminster: wake up! Your borough is a joke. If you limited traffic to key routes, the number of traffic lights needed would go down significantly.

The traffic flow along Crawford Street and Paddington Street is heavy with regular traffic, taxi's and commercial vans. This will not decline with a cycle route. Given the 'narrowness' of roads and the number of short stops for deliveries by vans and taxi drop offs the vehicle traffic is often interrupted and also we have issues of overtaking. The possible installation of a cycling lane thereby reducing the road area and traffic flow will dramatically worsen the situation.

The whole thing worries me - "my ability to find a car parking space"! Really? Focusing too much on cars and not enough on getting people out of them and on foot, cycling etc.

There is at present a good 2-way dedicated (i.e. separated from the traffic) cycle route across part of central London from the University area (starting at Tavistock Place and moving westwards past Tavistock and Gordon Squares into Torrington Place then into Howland Street then New Cavendish St.) Unfortunately as soon as you cycle out of Camden and into Westminster (junction with Cleveland St.) the cycle route abruptly ends and you have to "compete" with cars again. There's a great opportunity to continue this dedicated cycle lane (which is physically separated from traffic with kerb stones) along New Cavendish Street then along George Street and join it to Westminster's excellent lanes through and across Hyde Park and further westward and southward from there. To the North East it would be simple to link the route up through Islington and beyond. This would create an East-West cycle back-bone for London and significantly increase cycle journeys. It would be easy to add spurs to major train stations and parks. New Cavendish St and George St are currently one way rat-runs with parking bays on both sides. As the demand for parking has fallen it would not be a major loss to use the bays on one side of these roads to create the dedicated lane. It would also calm the traffic on these roads. Try cycling this route for yourself and see what you think. I live and work in the area and would cycle more if I could do it along "Dutch-style" proper cycle routes separated from the powered traffic. I hope you like this idea and can push it through to completion. Thank you.

These are all good changes, however it would be nice to see something more ambitious. Segregated cycle spaces or other ways to offer less interaction between motorists and cyclists would be an improvement.

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

These measures aren't going to be enough to get large numbers of ordinary people cycling for everyday journeys, much more needs to be done to create a proper network of cycle routes separated and protected from motor traffic.

These plans do not prevent the area being used by traffic as a short cut. A meaningful Quietway means that motor traffic should only be able to travel along the route for access only. Painted bicycles on the road are not helpful for cyclists to know which route they are on. Decent sign posting is much more preferable

These proposals are nothing short of derisory. Westminster Council is proposing to do virtually nothing to improve cycling on these routes. When one compares the magnificent efforts being made by Camden Council with Westminster's apathy, it is shocking. The proposals indicate that Westminster is not serious about trying to improve cycling. Pathetic.

These proposals do nothing to improve cycling conditions, they are simply painted cycle logos on very busy streets. These proposals are deeply lacking in original thought or ambition and strike me as a box ticking exercise to give the illusion that the council is trying to improve the area for cyclists & pedestrians. If the council actually wanted to improve the area it would follow the lead of TfL or Camden council: dedicate actual space for cycling and give non motorised vehicles proper consideration at all junctions. Continuous cycle lanes are needed, ideally segregated with a stepped track or with a form of light segregation (i.e. plastic wands or armadillos). Contra flow cycle lanes on Paddington Street would make things easier for cyclists making an eastbound journey. A reduction of the number of traffic lanes or parking is clearly required in this area as it is currently very intimidating for pedestrians and cyclists. All junctions should have early release traffic lights for cyclists (where the low level cycle lights turn green a few seconds before the signals for general traffic) as these have proven successful in other parts of Europe and have been successfully implemented at a number of junctions between Bow and Mile End.

These proposals make little change from what is an unpleasant taxi rat-run for people trying to dodge the Euston Road queues. I don't understand why Westminster condones this queue jumping. The council should learn from their near-neighbours in Camden what a quiet area looks like - such as the Argyll Street area, where road closures allows for truly quiet streets. The proposals do not include any restriction in traffic and so will not encourage any additional cycling, making this a total waste of time, money and effort. The proposals are also unsafe, with left-hook risks remaining in virtually all junctions. The plans also show a worrying lack of comprehension of what cycle facilities look like. There are numerous references to "space for cycling" used to refer to meaningless painted lanes or ASLs.

This is a brilliant scheme, it will make such a difference.

This is a great idea. I love cycling, have been cycling in London for 10 years now and I am fearless and determined, but getting through the west end is a nightmare even for me, so I can see how a less confident cyclist would be put off even attempting the journey. As things stand, it is incredibly dangerous, so a direct, dedicated cycle route running north/south through the west end would be a godsend and will hopefully reduce accidents.

This is a phenomenal idea - get it done.

This is a waste of money. if cyclists have any common sense then they will use these routes already. you do not need to create special marked routes for them. fund a school, tackle homeless issue; do not waste money on vanity projects like this

This is not a cycling scheme and will do nothing to improve conditions for any road user, resident or business.

This must be the first step!

This quietway, as it stands, will allow some new permeability, but not improve conditions for cycling sufficiently to attract new cyclists to the route. As such, in its present form, it will not serve its purpose. Either traffic needs to be reduced to near or below 2,000pcu on these roads, or protected infrastructure should be provided.

This route needs to have segregated facilities for cycling or it should not be a through route for motorists. Painting cycle logos is a waste of money and does not make it suitable for cycling because there is too much motor traffic. Through motor traffic should be required to use the parallel Euston Road. I have cycled this route many times and it is appalling, and in no way suitable for children or elderly cyclists.

This scheme is little more than window dressing. Painting cycle signs on the road does nothing to improve road safety nor does it encourage people to cycle. Segregated, safe systems do work as shown in other advanced cities e.g. NYC, CPH and in NL. This will be a waste of public money unless designed properly. Given the number of deaths on Westminster's roads it is about time that WC took road safety seriously as well as improve the environment for local residents and those who work in the area.

Through motor traffic must be prevented. You are preserving the rat run otherwise. All these roads are served by ample public transport and run parallel with Euston Rd so why is anyone driving down them? There should be no motors at all on Carburton St (alternatively it is a prime candidate for no through motors). Too much parking, creating dangers for passing cyclists and crossing pedestrians. The creation of further pinch points by widening the pavement will not help pedestrians cross but will create a further danger to cyclists. If there is space for parking and wider pavements, there is space for a protected cycle lane. I support the protected cycle lanes that you have proposed but they are a half hearted fig leaf and not a serious attempt to get it right. They should be put along the entire route. It is simply not the case that there is "no room" anywhere on this route (see Bury Place WC1 for a small road with space for cycling). There is in fact no cycling provision at all for the Crawford St stretch. Just a pedestrian crossing and some white paint. How is this a proper use of TfL's cycling budget? I note that there are no speed bumps proposed on the route (unless I have missed them). This is a positive. Speed bumps are dangerous to cyclists, and increase noise congestion and pollution.

Too much reliance on cycle symbols rather than filtering the road so as to reduce the amount of motorised traffic using these routes. Easterly section is good though.

Traffic on Crawford Street can be dangerous from Seymour Place westwards due to the right turn into Homer Street. It is a short cut for cars to get onto Old Marylebone Rd and the turning does not require slowing down. The route between Marylebone High St and the B506: Devonshire Street could be a two-way bicycle only route with a facility for access only vehicular traffic. I am glad to see an effort is being made but it has to be appropriate and consider that cycle traffic will increase in the future and, at some point, existing roads will have to be turned over to cycle-only.

Until April last year I rode this route regularly while commuting (have move work now). I am an experienced (>10 years) London cyclist as well as car driver (>15 years) and the roads in this scheme are very busy and dangerous. With that in mind the proposals are terrible. White paint with neither (a) protection nor (b) traffic calming, filtering, or reduction, will not improve cycle safety. In the worst case it may worsen the number of KSIs, as more cyclists including novices use the route. If (following the TfL LCDS 2 recommendations) this Quietway is to remain part of the general traffic network with minimal physical infrastructure, then substantial traffic calming (full-width sinusoidal speed humps, avg. speed cameras) must be installed, or else traffic reduction through removal of through traffic links. Alternatively, if traffic calming and reduction cannot be contemplated, cycle traffic must be physically separated, as in Tavistock Place, perhaps with east- and west-bound traffic on parallel streets and cycles physically protected.

Until you restrict on-road parking and actively reduce motor traffic speeds and preferably close certain streets entirely to motor traffic, these 'Quietways' will be nothing of the sort. Cycle logo markings do nothing to increase cycling safety at all. Great that Westminster is FINALLY actually thinking about cycling, but these proposals do not go anywhere near far enough and cyclists will continue to be killed and injured on Westminster's Streets. Not good enough.

We are currently suffering from cyclist anarchy with total disregard for traffic lights and pedestrian crossings. Rights of pedestrians are being ignored. A cycle way at the complex one way system joining Paddington Street with Devonshire Street via Marylebone High Street does not lead itself to a cycle way and will be inherently unsafe leading to a greater incidence of cyclist accidents.

We desperately need to improve cycling conditions in this part of London. Currently I live in West Hampstead and in rush hour can cycle in bus lanes to end of Edgware Rd then I'm stuck and in great danger. That feels wrong. This scheme will really help me. Thanks

Westminster is difficult to cross by Bicycle, due to poor conditions and lack of permeability. All these changes can only improve the position, but a lot more needs to be done especially around Soho and Mayfair

What is always left out of the equation is the frequent bad manners of cyclists. I am an OAP, I walk a great deal in the area in which I live, and more often than not cyclists, of whatever age, treat pedestrians--even on pedestrian crossings--with the same contempt they give drivers (I have a car but drive infrequently). I would only support a scheme that included mandatory license plates for cycles so I could report this bad behaviour which would soon stamp it out--or at least minimize it.

While I strongly support the principle of providing cycling facilities on these streets, it is vitally important that any provision involves either reducing levels of motor traffic or providing quality segregated routes for people using bikes.

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

Whilst I support the introduction of cycle routes in the Borough, painting symbols on roads and Advanced Stop Lines is not satisfactory infrastructure to enable the uptake of cycling by all members of society, male + female, 8 - 80. A network of safe routes should be provided via the closing of roads to through traffic (filtered permeability) and by physically separated lanes on busier roads. Provision of cycling infrastructure is vital for London to success as a residential, business and commercial area, because there is no further space for more motorised vehicles (road lanes, parking)

Yet another "quietly" scheme that I wouldn't take my child on. Think about this. You're trying to attract people to riding their bike rather than taking the Range Rover. Adding an advanced stop line or two so they can mix with traffic doesn't help the less confident rider. They hate mixing with traffic, that's why they're not cycling. Get rid of the through roads for motor vehicles and you'll have quieter streets (great for residents too!) which people can ride bikes on. If you must persist with your awful car-centric policies, at least put in segregated bike lanes. Every time you put in cycle infrastructure think "would I let a four year old use this". Because I'd let me child ride on the Dutch infrastructure. I wouldn't let them anywhere near the cycling hell that is Westminster and these proposals don't change that.

You need to do far more than just paint logos on the road. Segregated space is the only way to bring about inclusive, safe cycling.

You need to reduce traffic to less than 2000 vehicles per day to call it a quietway, or introduce segregated cycle lanes. Otherwise, its not a quietway, its just a busy road like every other in your disgraceful polluted, congested, backwards, hell hole of a borough. Learn from the boroughs around you and actually take these quietways seriously. Sick of hearing about how pathetic Westminster are when it comes to cycling provision. You are utterly shambolic.
