

Central London Cycle Grid

Cycle Route from St John's Wood to Marylebone ("Quietway 16")

Public Consultation Report (Stage 1 Feasibility)

This report summarises public consultation undertaken during design development (Stage 1 Feasibility) of a proposed cycle route from St John's Wood to Marylebone ("Quietway 16"), 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 St John's Wood to Marylebone seeks to improve the provision for cycling along quieter streets, particularly for people wishing to avoid some of the busier main roads in the area. The section of this route consulted on within the City of Westminster is approximately 4km in length. The streets affected by these proposals are Greville Road, Carlton Hill, Hamilton Terrace, St John's Wood Road, Northwick Terrace, Aberdeen Place, Lyons Place, Orchardson Street, Penfold Street, Broadley Street, Broadley Terrace, Harewood Avenue, Enford Street, York Street, Seymour Place, Upper Montagu Street, Crawford Street, Wyndham Place, Montagu Place and Bryanston Square.

There is also a proposed connection to the Regent's Canal via Lilestone Street, Tresham Crescent, Swain Street and Casey Close.

This Quietway is intended to connect to other routes proposed on the Central London Cycle Grid which are being consulted on at different stages. This Quietway is proposed to continue north into the London Borough of Camden.

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

Pre-public consultation

The pre-consultation phase included the following aspects:

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

Public consultation overview

Public consultation started on 16th November 2015 and ended on 8th January 2016.

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

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

Approach to consultation

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

- **Letters were sent to stakeholders within a 100m radius along the route of the Quietway including residents, businesses and schools.** The letter is shown in Appendix B. Approximately 12,600 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 approximately 230 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. **90 people accessed the online questionnaire - of these, 88 completed the questionnaire. 5 paper questionnaires were also submitted – of these, 4 were complete.** Only completed questionnaires were retained for analysis. The questionnaire is shown in Appendix E. To help understand opinions, the route was divided into 3 sections:
 - between Greville Road and St John's Wood Road (Section 1)
 - between St John's Wood Road and Marylebone Road (Section 2)
 - between Marylebone Road and Great Cumberland Place (Section 3)
- **Public exhibitions were held on 5th December at the Landmark Hotel and on 8th December and 16th December at the Church Street Library.** 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 reasonable - around 30-40 people attended these events.**
- Responses were encouraged through the online questionnaire. In addition, an email address and a telephone number were provided to allow respondents to share their views with the design team. **A small number of telephone calls and emails were received** (Appendix F).
- Westminster City Council's Policy, Performance and Communications team issued press releases and used social media to encourage awareness of the consultation.

Findings

- Respondents indicated that they principally found out about the proposals by:
 - Receiving a letter from Westminster City Council (44)
 - Social Media (15)
 - Websites (14);
 - Word of mouth (11)These 4 responses accounted for 86% of the 98 answers.
- **Overall, the respondents expressed mixed views about the proposals. However, there tends to be support for the scheme. Along the length of the route, 49% of respondents state that they “strongly support” or “tend to support” the proposals and a further 6% stated that they “support some elements but not all”. 30% of respondents state that they “tend to oppose” or “strongly oppose” the proposals. 10% of respondents stated that they “neither support nor oppose” the proposals and finally 5% stated that they “don't know”.**

Along the route:

- Between Greville Road and St John's Wood Road, 48% of respondents state that they “strongly support” or “tend to support” the proposals. 30% state that they “tend to oppose” or “strongly oppose” the proposals.
- Between St John's Wood Road and Marylebone Road, 50% of respondents state that they “strongly support” or “tend to support” the proposals. 31% state that they “tend to oppose” or “strongly oppose” the proposals.
- Between Marylebone Road and Great Cumberland Place, 49% of respondents state that they “strongly support” or “tend to support” the proposals. 29% state that they “tend to oppose” or “strongly oppose” the proposals.

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

- Among Westminster residents (66 people), 49% state that they “strongly support” or “tend to support” the proposals. A further 4% “support some elements but not all”. 24% state that they “tend to oppose” or “strongly oppose” the proposals and 24% state that they “neither support nor oppose” the scheme or “don’t know”.
- Among non-residents (66 people), 49% state that they “strongly support” or “tend to support” the proposals, and 36% state that “tend to oppose” or “strongly oppose” the proposals.
- Among respondents who cycle every day or a few times a week, there is support for the proposals. The percentage of respondents stating that they “strongly support” or “tend to support” the proposals is 67% between Greville Road and St John’s Wood Road, 69% between St John’s Wood Road and Marylebone Road and 67% between Marylebone Road and Great Cumberland Place.
- Among respondents who cycle once a week or less, 33% support or partially support the proposals and 39% oppose the proposals.
- The majority of respondents stated that they “agree” or “strongly agree” that their enjoyment of central London and of the City of Westminster is affected by air quality (78%), overcrowded public transport systems (74%), traffic congestion (79%) and road traffic collisions (58%). The majority of respondents also stated that they “Agree” or “Strongly Agree” that more people cycling for everyday journeys can help to solve the first three of these issues.
- 27% of the respondents stated that in the area being consulted on, the cycling conditions are currently “very good” or “fairly good”, 31% stated that they are “neither good nor poor” and 42% stated that they are “fairly poor” or “very poor”.
- 50% 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, whilst 34% stated that they “tend to disagree” or “strongly disagree”.

Key Themes

A number of key themes were raised during consultation.

- There is generally good support in principle for encouraging cycling as a mode of transport, and this is supported by St Marylebone Society, a local amenity society.
- Provision of dedicated space for cycling (e.g. protected space at junctions, segregation on links and relocation of bus stops) was a commonly cited theme, and there was general support amongst those who cycle for segregation proposed southbound along Harewood Avenue at its approach to Marylebone Road.
- Concerns were raised regarding the proposed low level of intervention along other sections of the route, particularly along Hamilton Terrace. Along this street there are three existing rows of parking bays and no specific cycle provision. Existing carriageway widths may not be ideal for cycling, and cyclists may be at risk of positioning themselves in the ‘dooring zone’ of parked cars and facing the risk of ‘close passes’ from passing motor vehicles.
- Restriction of through motor traffic was requested. This was noted for Penfold Street (near King Solomon Academy School) and Broadley Street, where some respondents felt these streets are used as “rat-runs” for vehicles wishing to avoid queues on Edgware Road, particularly during the morning rush hour.
- There have been observations of existing, illegal cycling through Wyndham Place (a pedestrian space outside St Mary’s Church), and concerns that proposals could increase this activity in the future.
- Some respondents questioned the rationale of using Harewood Avenue and Enford Street, rather than an alternative alignment via Lisson Grove and Seymour Place.
- Safety concerns were mentioned regarding proposed two-way cycling on existing one-way streets. Along this route, two existing one-way streets were cited: Broadley Street and Enford Street.
- There are general concerns of some cyclists’ behaviour.
- As with other cycling consultations in the City of Westminster, there is ignorance regarding the relationship between vehicle tax and road expenditure, and this misconception contributes to opinions that cycle traffic should not be accommodated on London’s roads. Road expenditure comes from general taxation, and road tax was abolished in the 1930s. However, during consultation events some respondents say that they do not want any investment in cycling because cyclists do not pay “road tax” and therefore they claim cyclists do not pay for the upkeep of roads.

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

- General concerns regarding the impact of proposals regarding Baker Street and Gloucester Place, consulted on previously by Westminster City Council, and subject to future consultation.
- Mixed opinions were received regarding the proposals along Harewood Avenue. There is some concern regarding the proposal to make Harewood Avenue southbound only for general traffic being inconsistent with other

proposals in the area seeking to return one-way streets to two-way working (e.g. Baker Street and Gloucester Place).

- Concern regarding general traffic speeds, particularly on Enford Street where some respondents felt drivers speed to avoid having to stop at the lights at its junction with Marylebone Road.
- There are some concerns over Pedestrian and cyclist interaction along the route. This is particularly relevant to St Mary's Church on Wyndham Place, and also noted where this route is proposed to cross Church Street Market on Penfold Street.
- Some idle buses in the area contribute to pollution, particularly buses serving route 2.

Recommendations

The overall response to the proposals was mixed with approximately 55% of respondents supporting or partially supporting the proposals. Based on the outcome of consultation, it is recommended to consider the following key issues and proceed to the next stage of design development.

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

1. Between Greville Road and St John's Wood Road

- Consider improvements to the quality of the road surface on Greville Road for more comfortable cycling along this proposed route.
- At the junction of Hamilton Terrace and Hall Road where advisory feeder lanes are currently proposed, consideration should be given to proposing double yellow lines and mandatory cycle feeder lanes. This proposal would reduce the likelihood of blockages of proposed cycle feeder lanes by general traffic and/or parked/waiting vehicles.

2. Between John's Wood Road and Marylebone Road

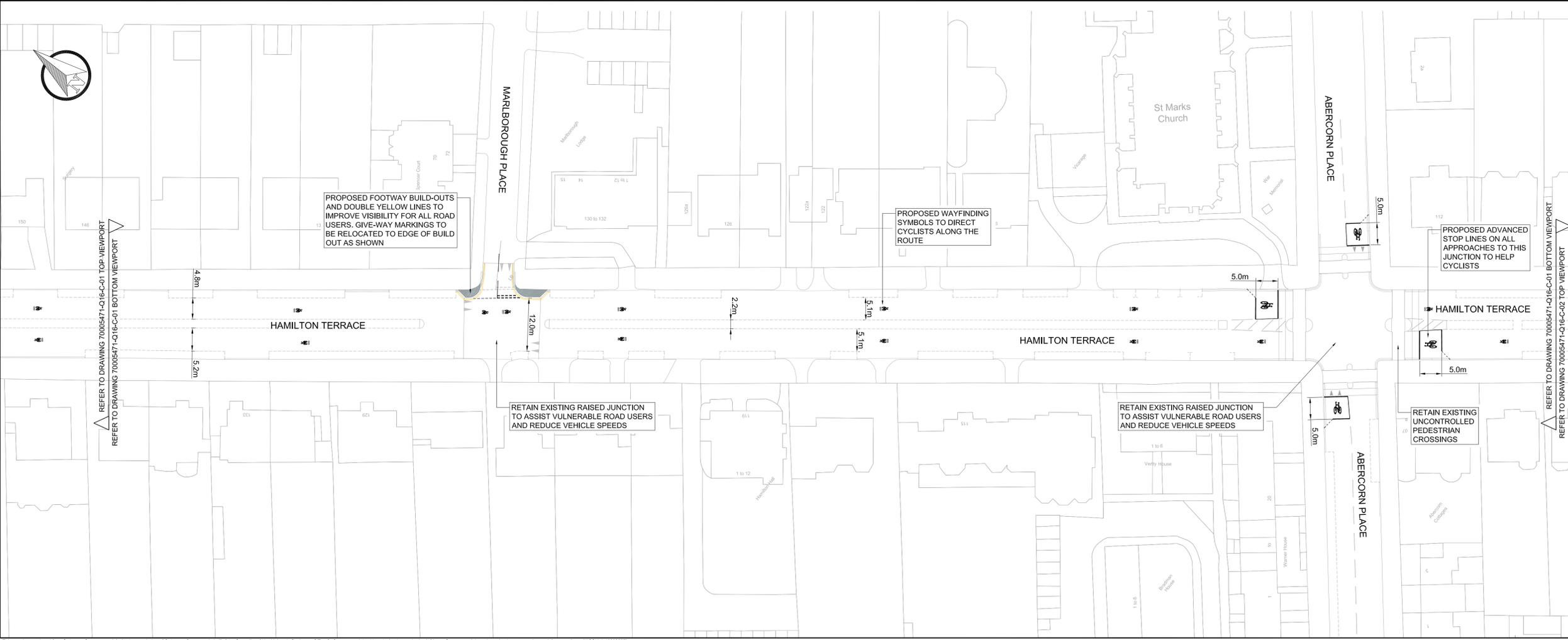
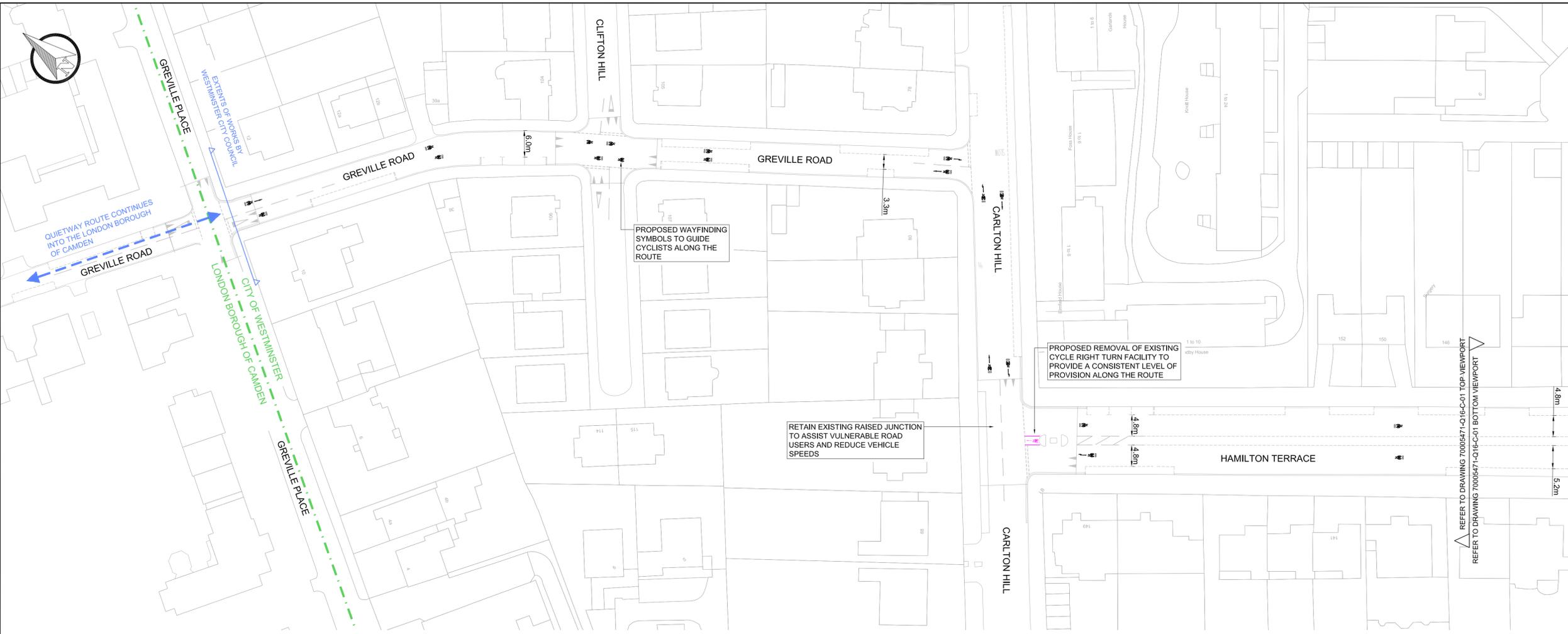
- Continue to attempt to resolve objections from The Landmark Hotel and consider alternative design options at the junction of Harewood Avenue and Marylebone Road to maintain access into the hotel from Harewood Avenue and to provide loading facilities on Harewood Avenue whilst improving the Level of Service for southbound cycling.
- Continue to investigate the feasibility of banning the left turn from Harewood Avenue into Marylebone Road to increase capacity at the junction. Note that due to the level of traffic in Westminster using Marylebone Road, this recommendation alone would not likely allow improvements which enable pedestrians to cross Marylebone Road in one movement.
- Ensure continued co-ordination of this proposed cycle route with the proposed Baker Street Two-way Scheme and investigate the implications of potential increase in traffic volumes in the area around Harewood Avenue as a result of proposals.
- Consider options to discourage cyclists from using the pedestrianised space outside St Mary's Church (Wyndham Place) as a short cut from the proposed route along York Street, Crawford Street and Upper Montagu Street. Additional measures could be considered in the future to improve cycle provision along Lisson Grove.
- Consider improvements to crossing Lisson Grove for cycle traffic and for pedestrians, to help support schoolchildren crossing to and from St Edwards RC Primary School.
- Further consider the relocation of parking bays along Broadley Street to accommodate two-way cycling. Consider any improvements in context with further objections to cycling along Penfold Street over Church Street Market.
- Investigate the feasibility of implementing two-way cycling on the western section of Broadley Terrace, between Penfold Street and Edgware Road to provide a connection from Edgware Road to this proposed cycle route.
- Coordinate these proposals with the Lisson Green Estate to encourage consensus and improve cycle comfort between Rossmore Road and the Regent's Canal.
- Advise the Canal and Rivers Trust and TfL to consider improvements to lighting along The Regent's Canal towpath especially at key locations such as under bridges.
- Ensure continued co-ordination of the proposed cycle route with TfL's design proposals for the TLRN junctions at St John's Wood Road/Hamilton Terrace and Marylebone Road/Harewood Avenue.

3. Between Marylebone Road and George Street

- Consult with St Mary's Bryanston Square Primary School on proposed changes to Enford Street, and advise the school and its pupils on road safety regarding contraflow cycling.

- Consider an effective strategy for managing cycle and pedestrian interaction outside St Mary's Church on Wyndham Place. This could be achieved by either: (a) installing physical measures to help prevent cycle traffic using this pedestrian space, or (b) consider ways of trialling and monitoring cycling through Wyndham Place.

Appendix A – Proposals presented during public consultation



- KEY**
- EXISTING KERB
 - EXISTING LINE MARKING
 - PROPOSED KERB
 - PROPOSED YELLOW LINE MARKING
 - PROPOSED YELLOW LINE MARKING WITH LOADING RESTRICTIONS
 - PROPOSED WHITE LINE MARKING
 - PROPOSED CYCLE SYMBOL (WAYFINDING MARKER TO BE CONFIRMED)
 - EXISTING KERB / LINE MARKING TO BE REMOVED
 - PROPOSED CARRIAGEWAY SURFACE COURSE FOR RAISED JUNCTION
 - PROPOSED FOOTWAY BUILD OUT
 - PARKING BAYS TO BE RELOCATED
 - PROPOSED / RELOCATED PARKING BAY
 - PROPOSED REMOVAL OF PARKING BAY
 - EXISTING DIRECTION OF TRAVEL
 - CONNECTION TO CENTRAL LONDON CYCLE GRID
 - BOROUGH BOUNDARY
 - AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME

NOTES:
 1. DESIGN DEVELOPMENT IS ONGOING AND SUBJECT TO CHANGE

A	21.10.2015	DW	INITIAL ISSUE	RH	NW
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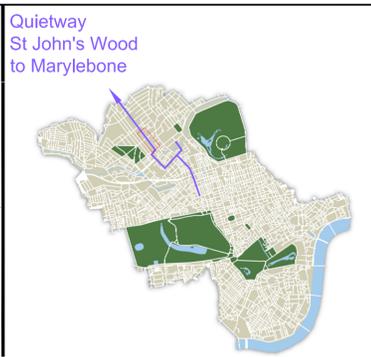
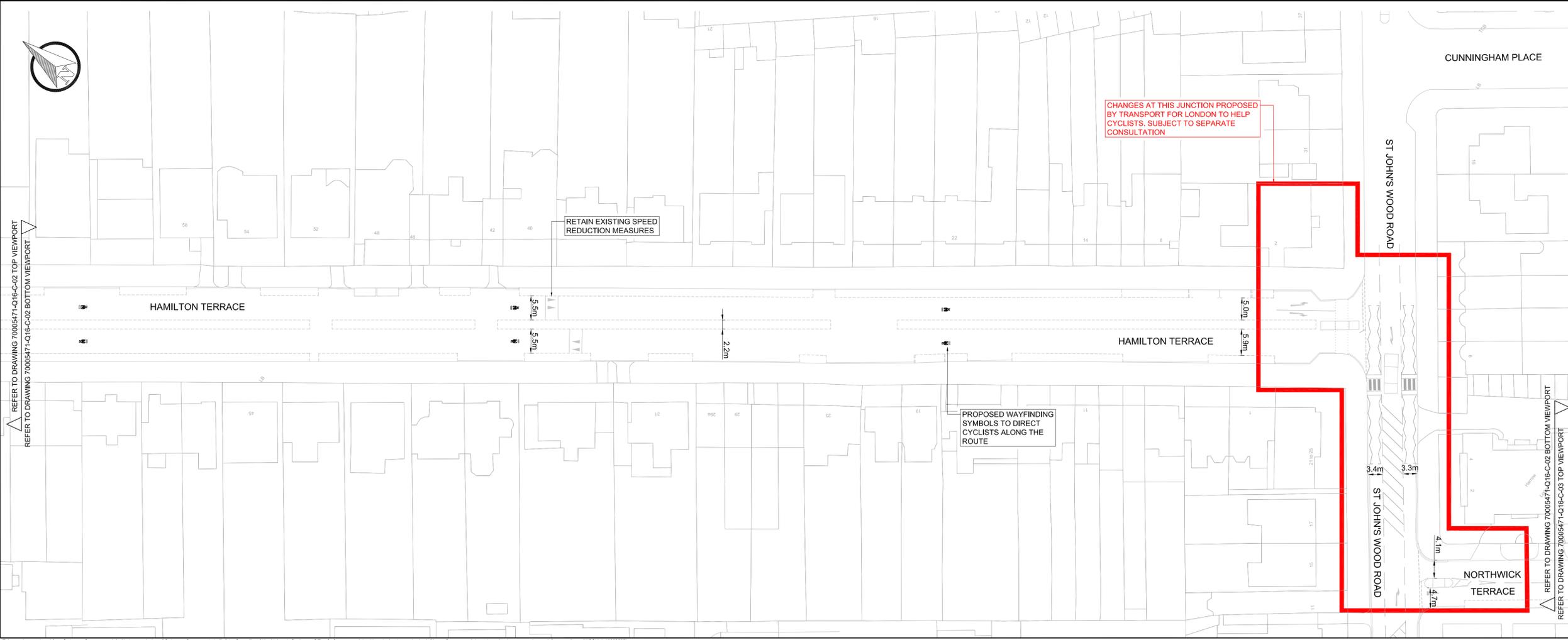
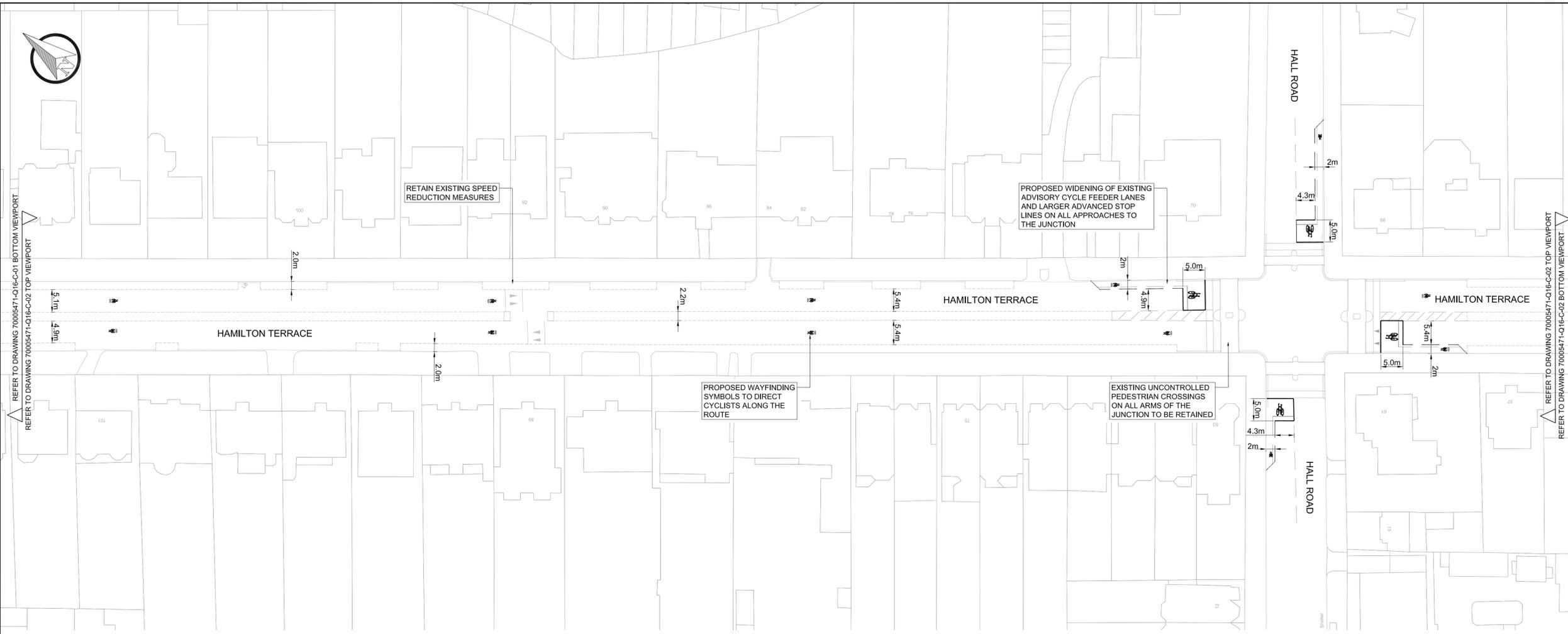
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TITLE: GREVILLE ROAD TO BRYANSTON SQUARE
 WITHIN THE CITY OF WESTMINSTER
 SHEET 1 OF 8

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHT
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- KEY**
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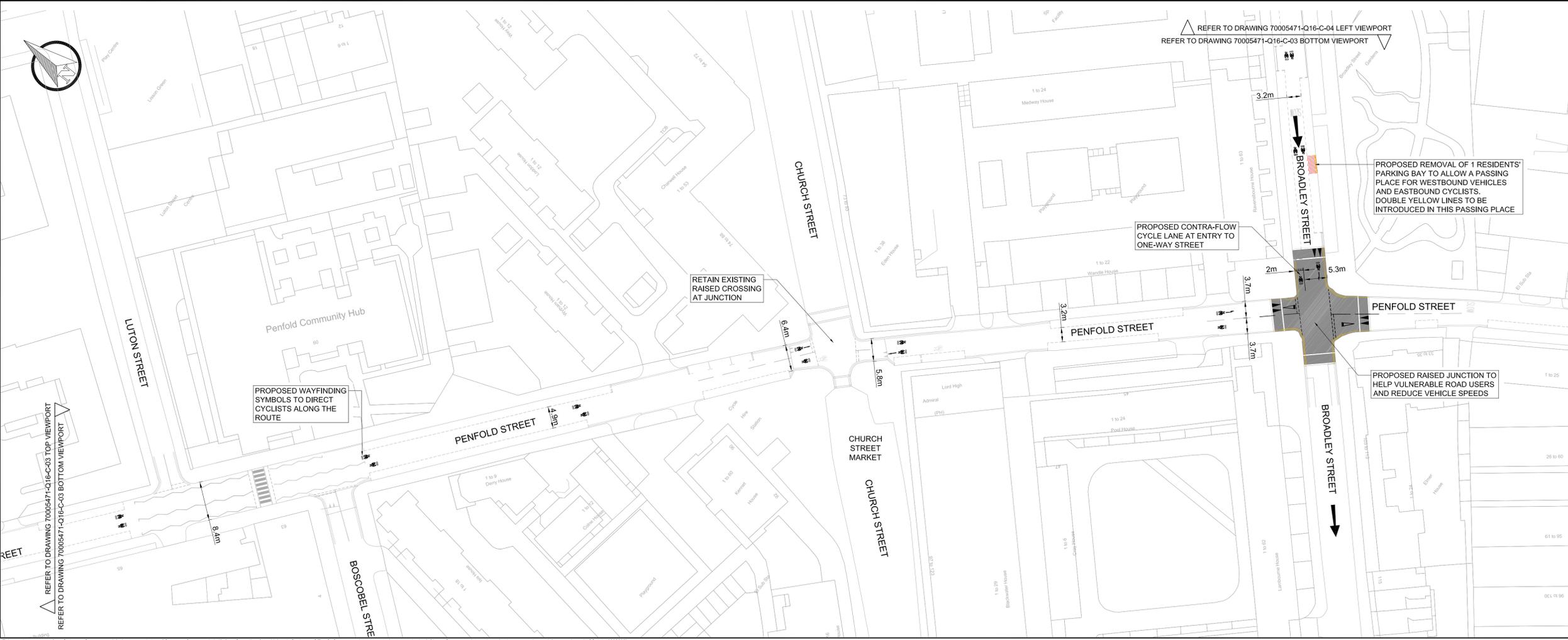
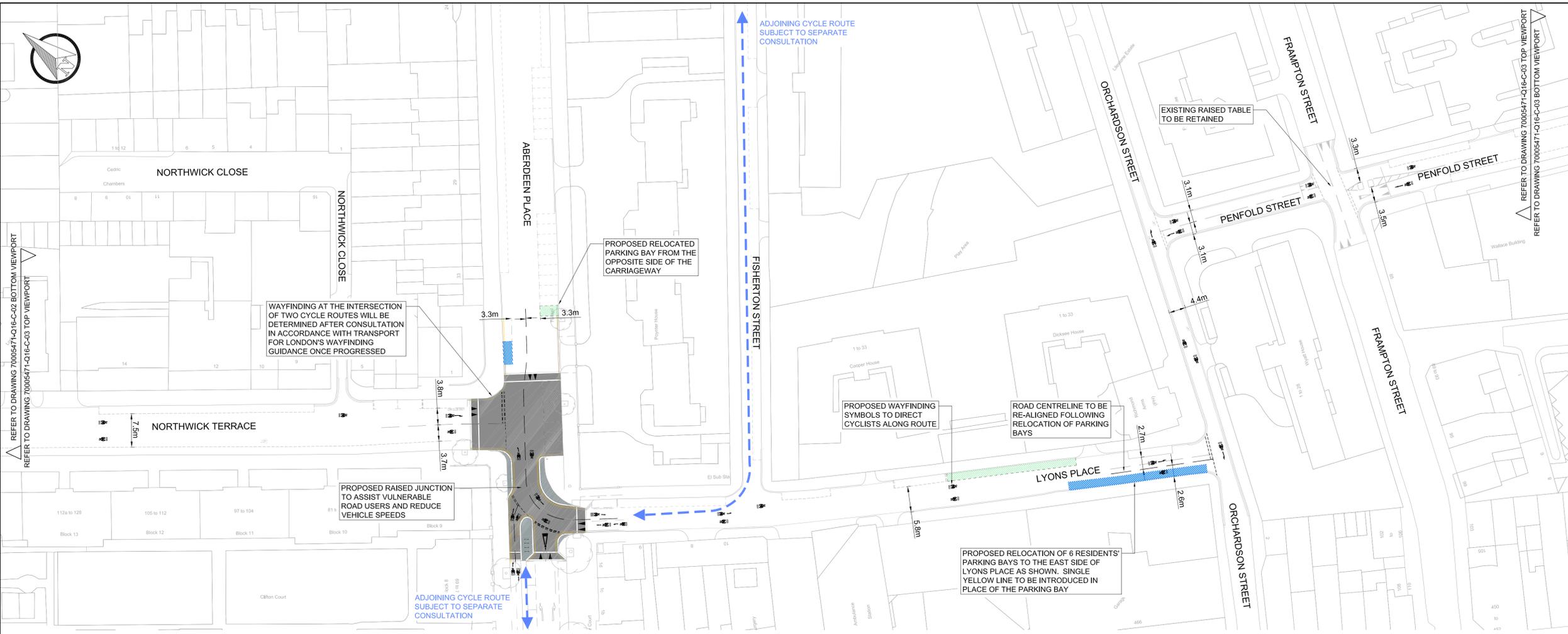


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TITLE: **GREVILLE ROAD TO BRYANSTON SQUARE
 WITHIN THE CITY OF WESTMINSTER
 SHEET 2 OF 8**

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Quietway
St John's Wood
to Marylebone



- KEY**
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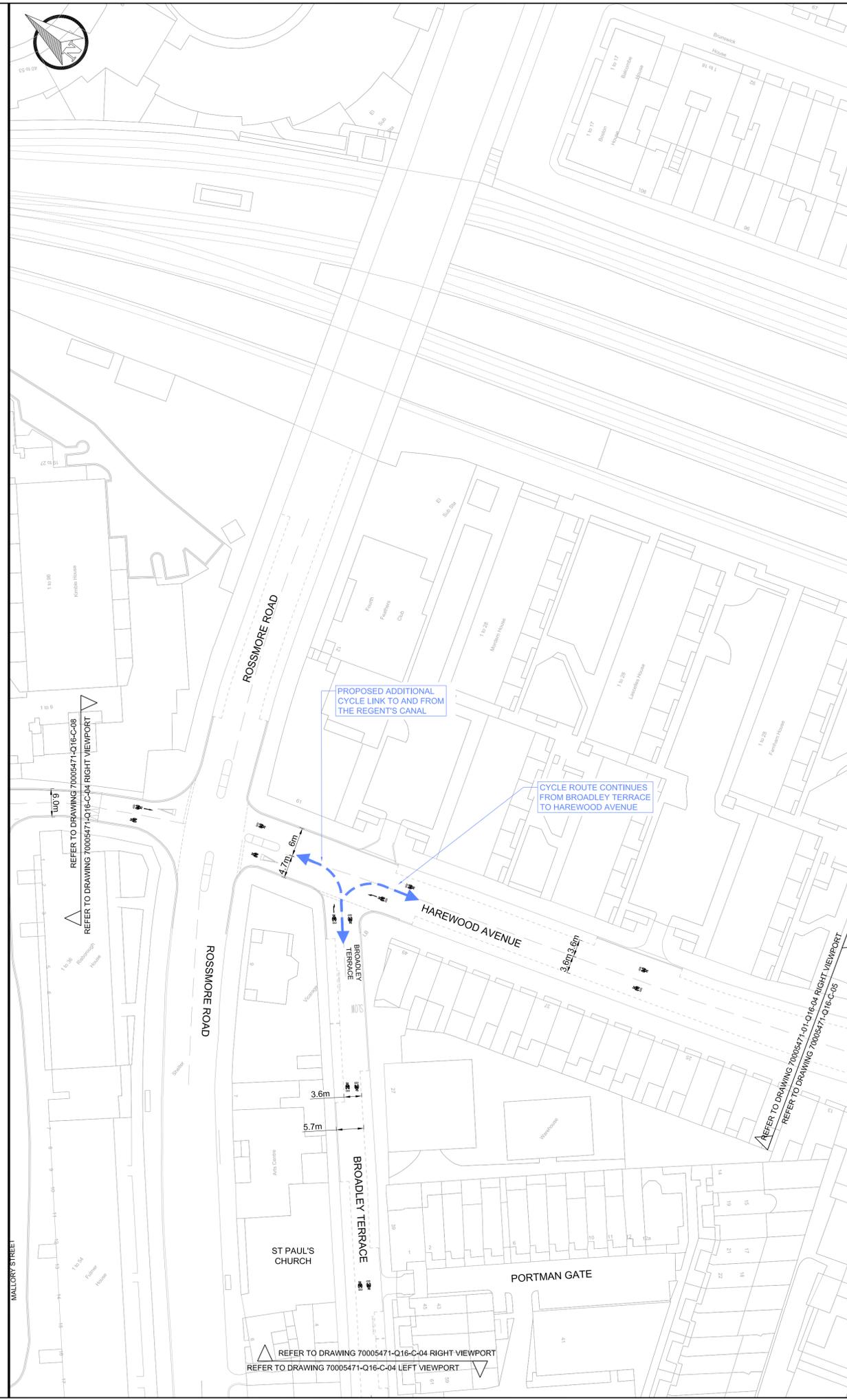
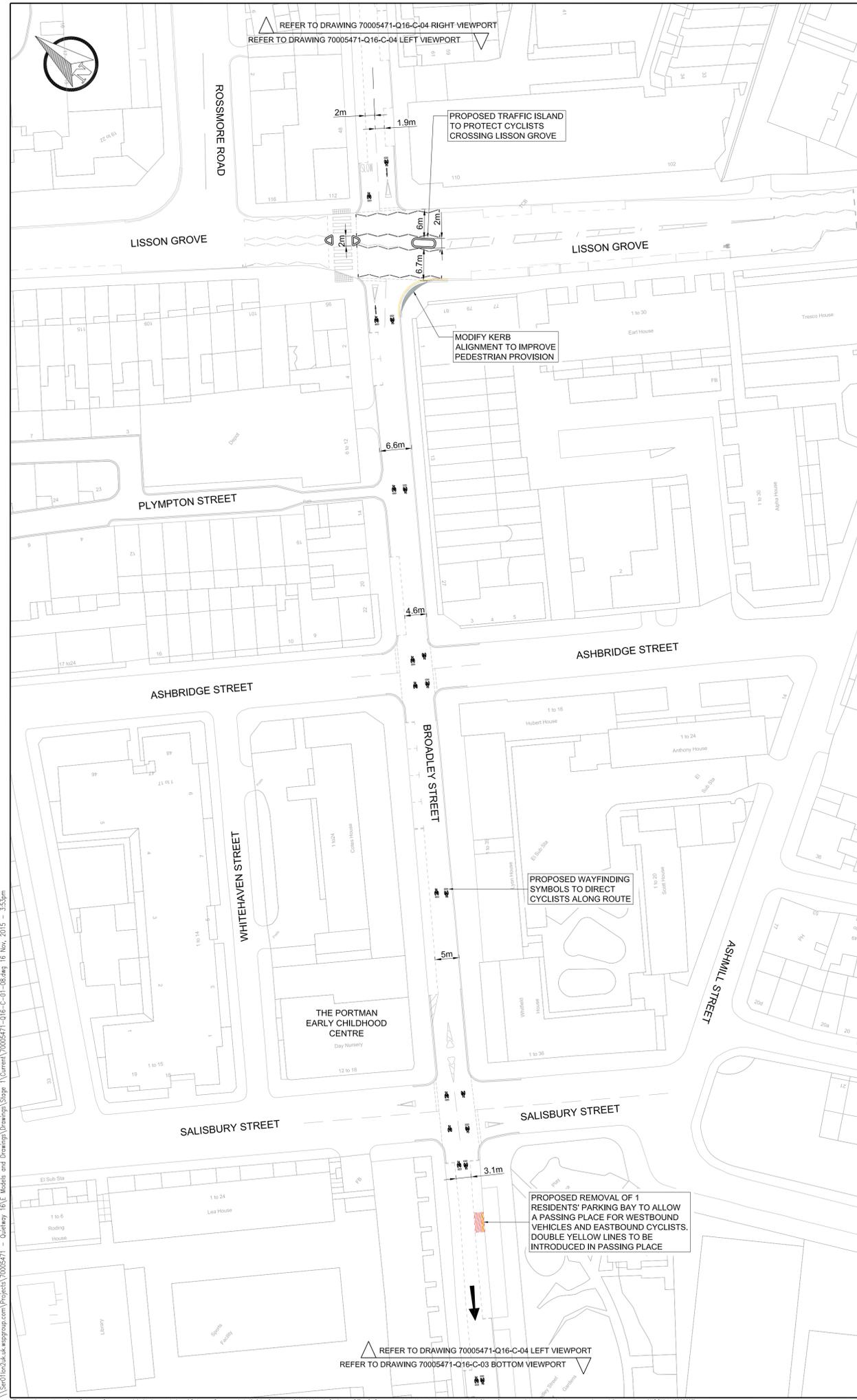
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QUIETWAY ROUTE ST JOHNS WOOD TO MARYLEBONE**

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SHEET 3 OF 8

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Quietway
St John's Wood
to Marylebone

KEY

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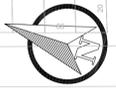
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SHEET 4 OF 8

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Quietway
St John's Wood
to Marylebone



KEY

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- NOTES:**
1. DESIGN DEVELOPMENT IS ONGOING AND SUBJECT TO CHANGE
 2. PROPOSALS FOR HAREWOOD AVENUE, HAREWOOD ROW AND LISSON GROVE ARE BEING COORDINATED WITH TRANSPORT FOR LONDON TO ENABLE CHANGES AT THE JUNCTION OF MARYLEBONE ROAD AND HAREWOOD AVENUE

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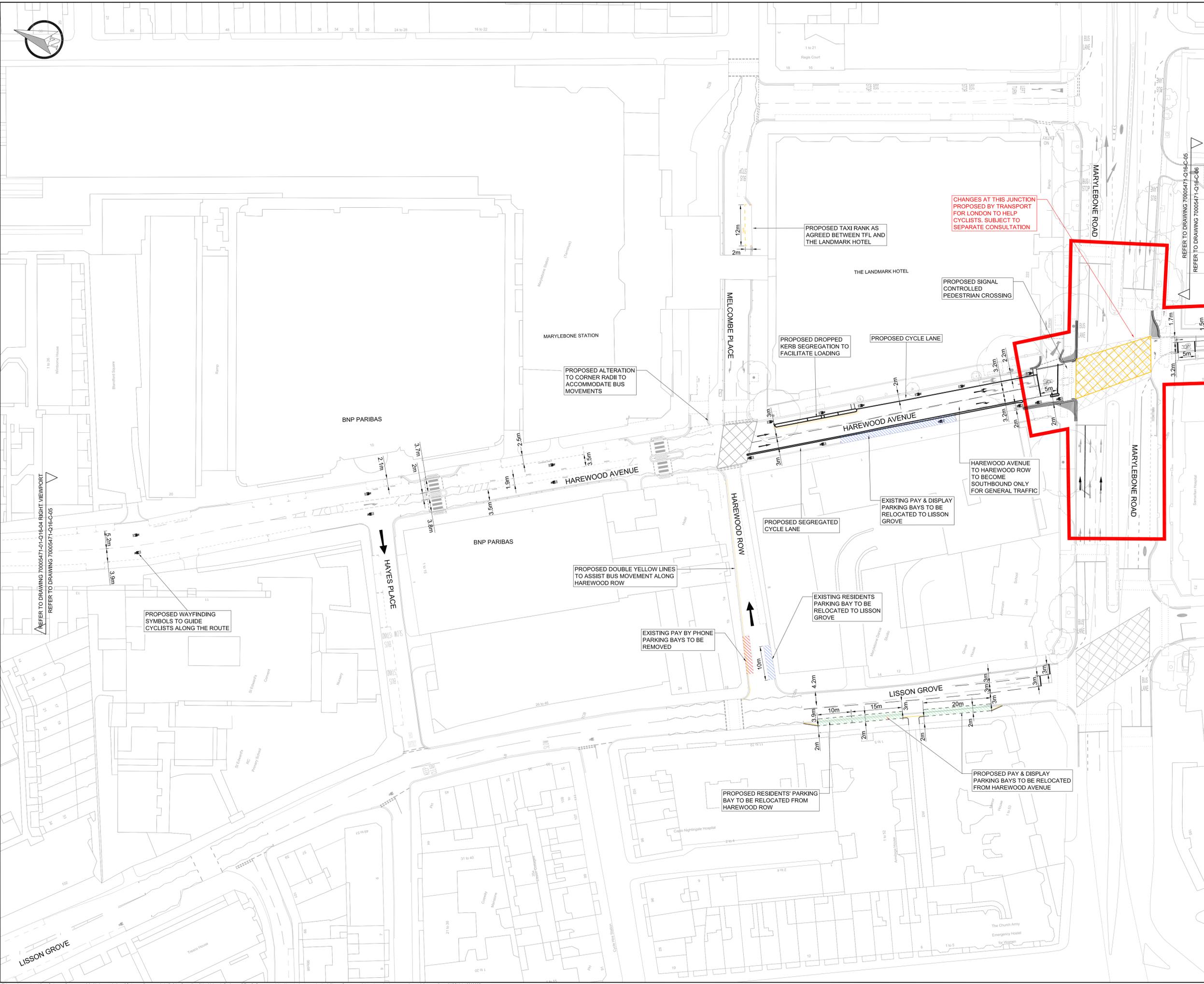
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SHEET 5 OF 8

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KEY

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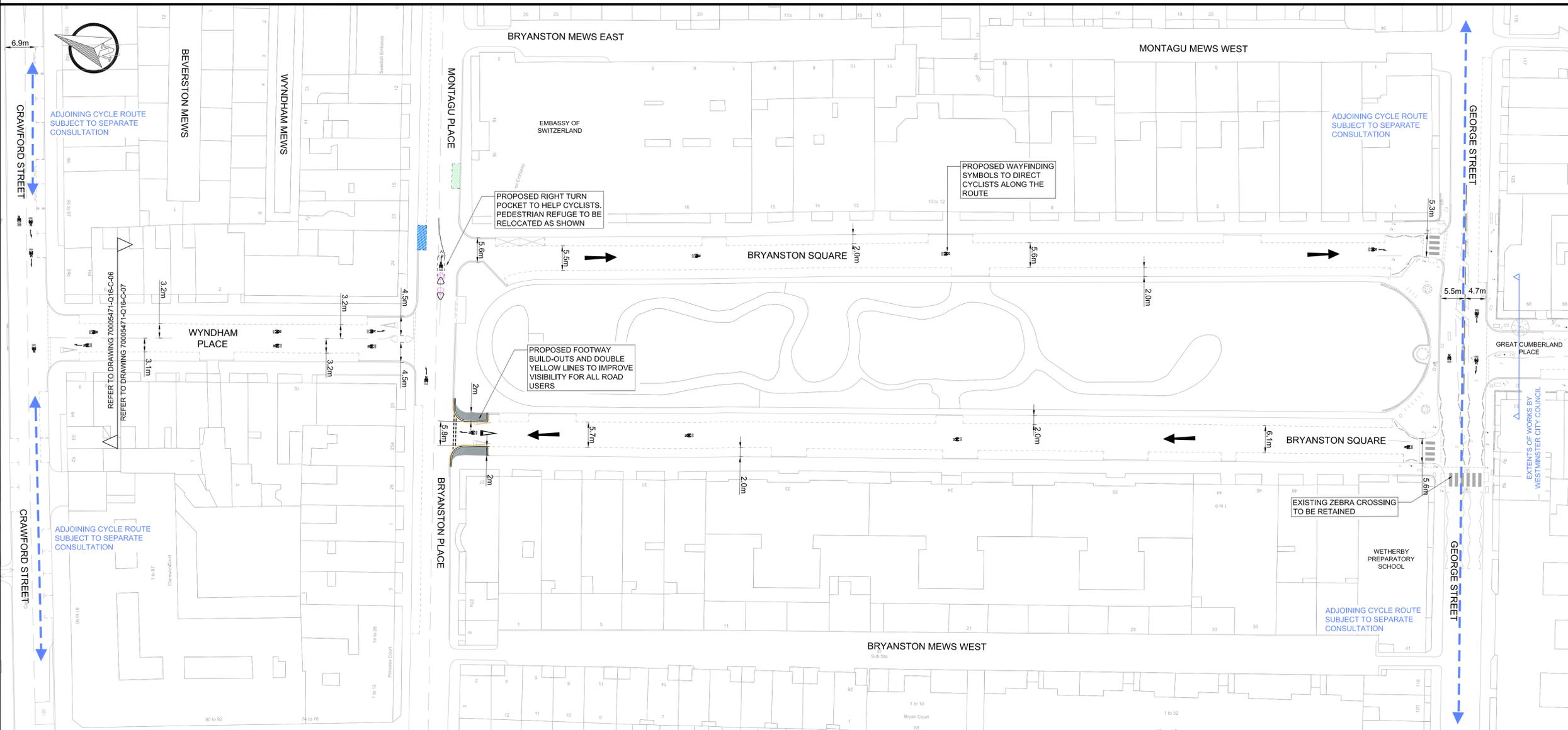
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SHEET 7 OF 8

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JOB No.	70005471		BREF/ISS No. BR 15879		
DRAWING No.	70005471-Q16-C-07		REV. A		



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KEY

- EXISTING KERB
- EXISTING LINE MARKING
- PROPOSED KERB
- PROPOSED YELLOW LINE MARKING
- PROPOSED YELLOW LINE MARKING WITH LOADING RESTRICTIONS
- PROPOSED WHITE LINE MARKING
- PROPOSED CYCLE SYMBOL (WAYFINDING MARKER TO BE CONFIRMED)
- EXISTING KERB / LINE MARKING TO BE REMOVED
- PROPOSED CARRIAGEWAY SURFACE COURSE FOR RAISED JUNCTION
- PROPOSED FOOTWAY BUILD OUT
- PARKING BAYS TO BE RELOCATED
- PROPOSED/ RELOCATED PARKING BAY
- PROPOSED REMOVAL OF PARKING BAY
- EXISTING DIRECTION OF TRAVEL
- CONNECTION TO CENTRAL LONDON CYCLE GRID
- BOROUGH BOUNDARY
- AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME

NOTES:
1. DESIGN DEVELOPMENT IS ONGOING AND SUBJECT TO CHANGE

A	21.10.2015	DW	INITIAL ISSUE	RH	NW
REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS: **FEASIBILITY DESIGN**



CLIENT: **City of Westminster**

PROJECT: **CENTRAL LONDON CYCLE GRID
QUIETWAY ROUTE ST JOHNS WOOD TO MARYLEBONE**

TITLE: **GREVILLE ROAD TO BRYANSTON SQUARE
WITHIN THE CITY OF WESTMINSTER
SHEET 8 OF 8**

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHT
1:500	21.10.2015	EJ/DW	RH	NW	A1

JOB No.	BREF/DOB No.
70005471	BR 15879

DRAWING No.	REV.
70005471-Q16-C-08	A



Appendix B – Letter



Contact: | cyclegrid@westminster.gov.uk
Phone: | 020 7641 1109
Ref: | CLCG_Q16
Date: | 18 November 2015

Dear Sir / Madam

Consultation on the Central London Cycle Grid (Quietway St John's Wood to Marylebone)

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 St John's Wood and Marylebone. 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 at some locations as part of the scheme.

The section of this route being consulted on within the City of Westminster is approximately 4km in length. The streets affected by these proposals are Greville Road, Carlton Hill, Hamilton Terrace, St John's Wood Road, Northwick Terrace, Aberdeen Place, Lyons Place, Orchardson Street, Penfold Street, Broadley Street, Broadley Terrace, Harewood Avenue, Harewood Row, Lisson Grove, Enford Street, York Street, Upper Montagu Street, Crawford Street, Wyndham Place, Montagu Place and Bryanston Square. There is also a proposed connection to the Regent's Canal via Lilestone Street, Tresham Crescent, Swain Street and Casey Close.

This Quietway is intended to connect to other routes proposed on the Central London Cycle Grid which are being consulted on at different stages, and this proposed route is to continue north into the London Borough of Camden.

Proposed intervention measures

In **Greville Road, Carlton Hill and Hamilton Terrace**, cycle wayfinding symbols are proposed to help direct cyclists along the route. Kerb build-outs are proposed at the junction with Marlborough Place to improve visibility and help pedestrians. Road markings at signalised junctions will be updated to help cyclists. Changes to **St John's Wood Road** are being developed by Transport for London and will be subject to a separate consultation.

At the junction of **Northwick Terrace, Aberdeen Place and Lyons Place**, we are proposing to construct a raised table and to extend the footway, in order to reduce vehicles speeds and assist vulnerable road users. We are proposing to relocate 6 existing residents' parking bays from one side of Lyons Place to the other to provide more space for cycling.

The route follows **Orchardson Street and Penfold Street** where we are proposing cycle wayfinding symbols to help direct cyclists along the route. In **Broadley Street**, two-way cycling is proposed. We are proposing to introduce a raised table at the junction with Penfold Street to help pedestrians and to remove two residents' parking bays, to help cyclists along Broadley Street and Broadley Terrace.

Along **Harewood Avenue**, approaching the junction with Marylebone Road, separated cycle facilities will be introduced to help protect cyclists from other vehicles and smooth the traffic flow at this junction. This scheme requires the banning of northbound general traffic entering Harewood Avenue from Marylebone Road. This will enable a new pedestrian crossing to be placed over Harewood Avenue at its junction with Marylebone Road.

The design of the **junction of Harewood Avenue and Marylebone Road** is being undertaken by Transport for London and is subject to a separate consultation. Please visit our website for more information. In **Enford Street**, a new cycle lane is proposed to enable 2-way cycling so that southbound cyclists can avoid having to cycle on the footway on Marylebone Road to access Wyndham Street.

In **York Street, Upper Montagu Street, Crawford Street, Wyndham Place, Montagu Place, and Bryanston Square**, we are proposing to introduce cycle wayfinding symbols on the road. In Montagu Place, one residents' parking bay is proposed to be relocated across the street. At the north-west corner of Bryanston Square, a kerb build-out is proposed to assist pedestrians.

In **Lilestone Street, Tresham Crescent, Swain Street and Casey Close**, we are proposing to introduce cycle wayfinding symbols on the road to help cyclists get to and from the Regent's Canal.

Please tell us what you think

We would be grateful if you would visit our online consultation

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

If you would prefer to view paper copies of proposals, please request these using the contact details on the top of this letter. Please include the reference number CLCG_Q16 when you contact us.

A public exhibition, where you will be able to ask questions and view plans, will be held on:

- Saturday 5th December (10am - 2pm) at The Landmark Hotel, 222 Marylebone Road, London NW1 6JQ
- Tuesday 8th December (4pm-7pm) at Church Street Library, 67 Church St, NW8 8EU
- Wednesday 16th December (4pm-7pm) at Church Street Library, 67 Church St, NW8 8EU

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

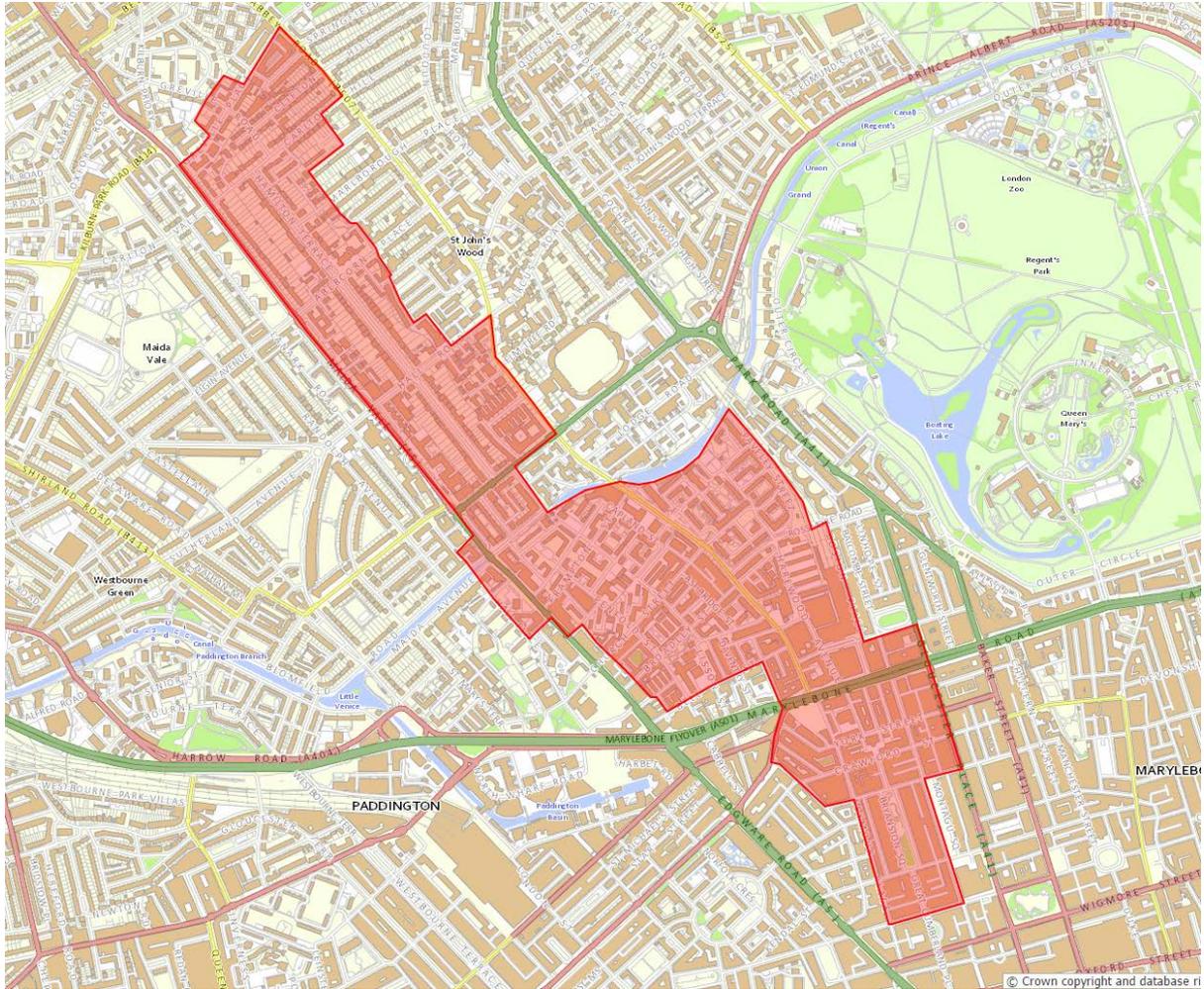
Yours faithfully,

Councillor Heather Acton



Cabinet Member for Sustainability and Parking

Appendix C – Extents of Letter Drop



Letter drop zone for Quietway St John's Wood to Marylebone

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 12,700 addresses.

Appendix D – Key Stakeholders Contacted

Central London Cycle Grid - Quietway Route from St John's Wood to Marylebone (Q16)

List of stakeholders who were informed of the consultation by email

Full Name	Organisation
Councillor Melvyn Caplan	Westminster City Council
Councillor Heather Acton	Westminster City Council
Councillor Jacqui Wilkinson	Westminster City Council
Councillor Robert Rigby	Westminster City Council
Councillor Robert Davis MBE DL	Westminster City Council
Councillor Peter Freeman	Westminster City Council
Councillor Richard Beddoe	Westminster City Council
Councillor Judith Warner	Westminster City Council
Councillor Lindsey Hall	Westminster City Council
Councillor Peter Freeman	Westminster City Council
Councillor Adnan Mohammed	Westminster City Council
Councillor Julia Alexander	Westminster City Council
Councillor Richard Beddoe	Westminster City Council
Councillor Aziz Toki	Westminster City Council
Councillor Barbara Grahame	Westminster City Council
Councillor Vincenzon Rampulla	Westminster City Council
Councillor Daniel Astaire	Westminster City Council
Councillor Gotz Mohindra	Westminster City Council
Councillor Robert Rigby	Westminster City Council
Councillor Brian Connell	Westminster City Council
Ms Jayne Rusbatch	Westminster City Council
Mr Anthony Sabato	Westminster City Council
Ms Lydia Clarkson	Westminster City Council
Mr Graham King	Westminster City Council
Mr Martin Low	Westminster City Council
Mr Sion Pryse	Westminster City Council
Emma Salmon	Westminster City Council
Mr Paul Greaney	Westminster City Council
Mr Ben Williams	Westminster City Council
Mr Chris Colwell	Westminster City Council
Mr Dave Franks	Westminster City Council
Mr Jonathan Rowing	Westminster City Council
Mr Rakesh Vaghela	Westminster City Council
Ms Rosalind Hick	Westminster City Council
Ms Maddy Findlay	Westminster City Council
Mr Stephen Quinn	Marylebone Association
Mrs Elizabeth Virgo	Paddington Waterways and Maida Vale Society
Mr John Zealley	Paddington Waterways and Maida Vale Society
Mrs Anne von Bennigsen	Paddington Waterways and Maida Vale Society
Sir/Madam	St John's Wood NW8 Business Association
Mrs Christine Cowdray	St. John's Wood Society
Ms Gaby Higgs	St. Marylebone Society
Mr Peter Handley	Westminster Society
Ms Amanda Feeny	Harrowby and District Residents Association
Mr Andrew Wilson	Howard de Walden Estate
Mr Simon Loomes	The Portman Estate

Mr Simon Loomes	Baker Street BID
Ms Penny Alexander	Baker Street BID
Mr Andy Godfrey	Heart of London BID
Ms Sarah Porter	Heart of London BID
Sir Peter Rogers	New West End Company
Mr Richard Dickinson	New West End Company
Mr Steven Medway	New West End Company
Ms Lilli Matson	Transport for London
Mr Alan Bristow	Transport for London
Ms Kirsty Sherwood	Transport for London
Mr Arshad Hussain	Transport for London
Ms Jules Vindis	Transport for London
Mr Jonathan Hanes	Transport for London
Mr James O'Keeffe	Transport for London
Mr. Stephen McIlwaine	Transport for London
Mr Nigel Hardy	Transport for London
Ms Jessica Ellery	Transport for London
Mr. Scott Lester	Transport for London
Mr. Shaun Pidcock	Transport for London
Mr. Iain Blackmore	Transport for London
Ms. Dana Skelley	Transport for London
Mr James Drennan	Transport for London
Ms Dannielle Rooney	Transport for London
Mr. Oliver Birtill	Transport for London
Mr David McKenna	Transport for London
Ms Samantha DeLotz	Transport for London (Buses)
Mr Mike Weston	Transport for London (Buses)
Mr Robert Hall	Transport for London Surface Transport Communications
Mr Dan Tait	London Borough of Camden
Mr John Futcher	London Borough of Camden
Ms Louise Mcbride	London Borough of Camden
Ms Simi Shah	London Borough of Camden
Ms Kate Robinson	15 Portman Square Tenants' Association
Ms Oliia Dmytryk	Alpha House Residents' Association
Ms Linda Childs	Blandford Estate Residents' Association
Mr Desmond Wall	Chiltern Court (Baker Street) Residents' Limited
Mr Tom Price	Clarence Gate Gardens Residents' Association
Ms Pauline Maxim	Crawford Buildings Residents' Association
Ms B Srivastava	Crawford Mansions Residents' Association
Mr Christopher Hill	Dorset House Tenants' Association
Mr Andrew Zelouf	Dorset House Tenants' Association
Sir/Madam	Dorset Square Trust
Ms Eliska Sapera	Fitzhardinge House Tenants' Association
Ms Amanda Feeny	Harrowby and District Residents Association
Mr Lawrence Block	Ivor Court Resident's Association
Ms Philomena Conway	Lilestone Co-op Residents' Association
Sir/Madam	Lisson Green Tenants' and Residents' Association (T.A.R.A)
Mr Michael Bolt	Marylebone Association
Mr Paul Neville	Marylebone Association
Mr Stephen Quinn	Marylebone Association

Sir/Madam	Scottish Towers Co-op Residents' Association
Mr Peter Leaver QC	St. John's Wood Society
Mr Dick Schumacher	St. John's Wood Society
Mrs Christine Cowdray	St. John's Wood Society
Ms Gaby Higgs	St. Marylebone Society
Miss Olwen Rowlands	The Westminster Society
Mr Jeremy Leach	20 is Plenty Campaign
Sir/Madam	Bar and Grill
Mr John Crocker	BNP Paribas
Ms Victoria Christensen	BNP Paribas
Professor Sam Lingam	British Medical Association
Sir/Madam	British Telecom National Noticing Centre
Mr Jimmy Jenkins	Cab Shelter Fund
Sir/Madam	Cable and Wireless
Ms Jean Dollimore	Camden Cycling Campaign
Mr Chad Collins	Chiltern Railways
Ms Helen Drew	Chiltern Railways
Mr Stephen Smith	Confederation of Passenger Transport UK
Mr Philip Benstead	CTC
Sir/Madam	EDF Energy plc
Sir/Madam	Embassy of Sweden
Mr Alan Kraven	FM Conway
Sir/Madam	Freight Transport Assoc. Ltd.
Mr Sam Hooper	Jones Lang Lasalle
Mr Batchelor	Landmark London Hotel
Mr Steve Wright	Licensed Private Hire Car Association
Mr Nick Englefield	Little Venice Sports Centre
Mr Sagar Barua	Little Venice Sports Centre
Mr Jack Skillen	Living Streets
Ms Sarah Williams	Living Streets
Mr Paul Smith	London Ambulance
Mr Alan Palmer	London Ambulance
Mr Paul Gibson	London Ambulance
Ms Tracy Porter	London Ambulance
Mr Alan McGrady	London Cab Drivers Club
Sir/Madam	London Chamber of Commerce
Mr Colin Wing	London Cycling Campaign
Mr Dominic Fee	London Cycling Campaign
Mr Tom Bogdanowicz	London Cycling Campaign
Mr Vincent Stops	London TravelWatch
Sir/Madam	Lords Cricket Ground
Ms Liz Saint	Marylebone First
PC Brian McDonnell	Metropolitan Police Service
Sir/Madam	National Grid
Mr Dave Brittain	National Grid
Ms Grace Jackson	National Grid
Mr Martin Zelder	National Grid
Mr Paul Cawdell	National Grid
Mr Paul Stewart	National Grid
Mr Peter Connolly	National Grid

Sir/Madam	Network Rail (South East Territory)
Mr Craig Gentle	Nokia
Sir/Madam	North Marylebone Traffic Group
Sir/Madam	Radisson SAS Portman Hotel
Mr Karin Stafford	Resident
Mr Dave Wallis	RMT London Taxi Drivers' Branch
Mr Ken Hunt	Royal Mail
Ms Meghna Patel	Seymour Leisure Centre
Sir/Madam	St Cyprian's Clarence Gate Church
Mr John Peters	St Mary's Church
Sir/Madam	Swiss embassy
Ms Nicole Harris	Taxi & Private Hire
Sir/Madam	Thames Water Utilities
Sir/Madam	The Arch Hotel
Sir/Madam	The British Motorcyclists' Federation
Sir/Madam	The Duke of Wellington (PH)
Ms Stephanie Hallin	The Fourth Feathers Youth and Community Centre
Mr Jonathan Lovie	The Gardens Trust
Mr Richard Massett	The Licensed Taxi Drivers' Association
Mr Lee Sandy	The London Fire Brigade
Anthony Jackson	The London Fire Brigade
Mr Dave Bulbrook	The London Fire Brigade
Mr David Yates	The London Fire Brigade
Mr Philip Jobson	The London Fire Brigade
Mr Tim Kyte	The London Fire Brigade
Daryll Stroud	The London Fire Brigade
Sir/Madam	The Montcalm Hotel
Sir/Madam	The Richmond Arms (PH)
Mr David Scott-Smith	The Road Haulage Assoc. Ltd.
Sir/Madam	The Royal Oak (PH)
Sir/Madam	Thornbury Castle (PH)
Mr Mohamed Mustafa	Travelodge Marylebone
Mr Peter Rose	Unite the Union (Cab Section)
Sir/Madam	Volunteer Centre Westminster
Ms Elizabeth Armstrong	Vice Chair Westminster Liberal Democrats
Sir/Madam	Weatherby Preparatory School
Sir/Madam	Western Eye Hospital
Mr George Johnston	Westminster Living Streets Group
Mr Hugh Small	Westminster Living Streets Group
Mr Peter Hartley	Westminster Living Streets Group
Mr Tom Platt	Westminster Living Streets Group
Mr Charles Begley	Westminster Property Association
Dr Rob Finean	Westminster resident
Mr Dominic Leggett	Westminster resident
Mr Ralph Hitchman	WSP
Mr Patrick Coghlan	Resident
Mr Tomasz Patzer	Resident
Mr Cheryl Elliott	Resident
Mr Sam Briddes	Resident
Mr Margaret Walker	Resident

Ms Sheila D'Souza	Resident
Mr John Poynton	Resident
Ms Catherine Morgan	Resident
Sir	Resident
Mr Richard Walter	WSP-Parsons Brinckerhoff
Mr Eddy Joyce	WSP-Parsons Brinckerhoff
Ms Sara Duncan	Church Street Ward Neighbourhood Forum
Ms Wendy Shillam	Fitzrovia West Neighbourhood Forum
Ms Elaine Arthur	Maida Hill Neighbourhood Forum
Mr Kevin Coyne	Marylebone Neighbourhood Forum
Sir/Madam	Abercorn School
Sir/Madam	City of Westminster College
Sir/Madam	Francis Holland School (Regent's Park)
Mr Jonathan Molver	King Solomon Academy
Sir/Madam	London Business School
Sir/Madam	Naima Jewish Preparatory School
Mr Martin Lucas	Paddington Green Primary School
Sir/Madam	Portman Early Childhood Centre
Mr Eugene Moriarty	St Augustine's CofE High School
Ms Suzanne Parry	St Augustine's CofE Primary School
Ms Violet Richardson	St Edward's RC Primary School
Mr Martin Tissot	St George's (Maida Vale) RC School
Sir/Madam	St John's Wood Pre-Preparatory School
Ms Louise Fleming	St Joseph's RC Primary School
Ms Emily Norman	St Mary's Bryanston Square CofE School
Ms Uzma Mirza	City West Homes
Ms Sharron Woodstock	City West Homes
Ms Augustina Odiodi	City West Homes
Ms Kim Mac	City West Homes
Ms Chantelle Grant	City West Homes
Ms Kanayo Nwoso	City West Homes
Ms Florentina Dedinca	City West Homes
Ms Olima Kalam	City West Homes
Mr Richard Dacres	City West Homes
Mr Ahad Miah	City West Homes
Sir/Madam	City West Homes
Ms Carol Spedding	Four Rivers Residents Association
Ms Amanda Feeny	Harrowby and District Residents Association

Appendix E – Questionnaire

Questionnaire for Consultation

Quietway Route from St John's Wood to Marylebone

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 4km in length. The streets affected by these proposals are Greville Road, Carlton Hill, Hamilton Terrace, St John's Wood Road, Northwick Terrace, Aberdeen Place, Lyons Place, Orchardson Street, Penfold Street, Broadley Street, Broadley Terrace, Harewood Avenue, Harewood Row, Lisson Grove, Enford Street, York Street, Upper Montagu Street, Crawford Street, Wyndham Place, Montagu Place and Bryanston Square. There is also a proposed connection to the Regent's Canal via Lilestone Street, Tresham Crescent, Swain Street and Casey Close.

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

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

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

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

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

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

My enjoyment of Central London, and the City of Westminster, is affected by traffic congestion

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

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

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

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

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

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

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

6. To what extent do you support the proposals which are being consulted on at the moment between Greville Road and St John's Wood Road?

- 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 between St John's Wood Road and Marylebone Road?

- 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 between Marylebone Road and Great Cumberland Place?

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

- Yes
- No

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

Name:

Email address:

Postcode:

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

Appendix F – Emails & Telephone Calls

Central London Cycle Grid - Quietway Route from St John's Wood to Marylebone (Q16) - Responses received (excluding Questionnaire and Online Survey)			
Date	Format	From	Comment (Redacted and Edited by consultation team)
04-Jan-16	Telephone	Local resident	Local resident is supportive of the Quietway scheme but stated that cyclists must obey the highway code.
05-Dec-15	Event	Local resident	Local resident wished to discuss taxis along Lisson Grove. Supports the scheme in principle.
05-Dec-15	Event	Local resident	Harewood Avenue: ban left turn; keep 2 right-turn lanes to smooth traffic.
05-Dec-15	Event	Local resident	Penfold Street is used through the day by vehicles coming south to Edgware Road, and entering via Orchardson / Frampton and Boscobel Street, and trying to exit via Bell Street onto Edgware Road to join southbound traffic. This occurs throughout the day - especially in rush hour (7.30am to approx 10am). Cars are parked permanently on the sides of Penfold Street. There is a large primary/secondary/preschool building (King Solomon Academy) between Broadley Street and Bell Street, so this means extra traffic twice a day. Bell Street becomes jammed by Penfold Street and cyclists will have difficulty using the carriageway and be forced to cycle on the pavement.
05-Dec-15	Event	Local resident	Generally favourable. Cyclists have long needed a better organised N-S route. Pity about Wyndham Place, could there be a barrier to force dismounting and then a designated push through to Crawford Street? The strategic lists E-W to Camden is a great improvement. The big gap is the lack of an East-West route through the Holland Park area which prevents my daughter from cycling to school safely.
05-Dec-15	Event	Local resident	Appreciable effort but not sure of the practicalities as regards to the safety of cyclists on some of these very busy roads.
05-Dec-15	Event	Local resident	The proposed build out and right run pocket in Bryanston Square are unnecessary.
05-Dec-15	Event	Local resident	Proposals for Northwick Terrace very good, and will solve local problems. Really helpful exhibition.
05-Dec-15	Event	Local resident	1. Conflict of interest re Quietways and 2 way plan (Baker Street/Gloucester Place). There will be increased traffic (if 2-way goes ahead) on residential streets, negates quiet routes for cyclists. 2. Why is Harewood Avenue to be one-way when the strategy is to abolish one-way systems? 3. Totally against Regent's Park becoming traffic free, in can only result in increased traffic and jams in Marylebone.
05-Dec-15	Event	Local resident	Very worried about 2-way cycling down Enford Street. Also St Mary's Church. Wyndham Place Children Play in this area in the afternoon.
05-Dec-15	Event	Local resident	I think the changes are welcome but should go further in segregating cycle traffic.
08-Dec-15	Event	Local residents	Several residents indicated their strong preference for the left turn from Harewood Avenue to Marylebone Road to be banned. They are claiming a double benefit, as it would be safer for cyclists and pedestrians, and they could also cross the road in one movement.
08-Dec-15	Event	Local residents	Several residents expressed concerns about the implications of the Baker Street two-way scheme on general traffic volumes in Harewood Avenue.
08-Dec-15	Event	Local resident	Be aware of the additional traffic in Harewood Avenue which will result from the Baker Street two-way scheme. About 320 cars per hour will use Harewood Avenue. I suggest that the one-way system proposed for the end of Harewood Avenue be made right turn only into Marylebone Road.
16-Dec-15	Event	The Landmark Hotel	At the junction of Harewood Avenue and Marylebone Road, the Landmark Hotel expressed the following concerns: - the proposed banned left turn from Marylebone Rd into Harewood Ave will prevent vehicle access to the hotel - The proposed ASL will also prevent vehicle access to the hotel In Harewood Avenue, the Landmark Hotel have stated that a loading bay will be required to avoid obstruction of the proposed cycle lane.
16-Dec-15	Event	Local resident	The proposal for a dedicated cycleway is welcome. However, one objection I have is the diversion from Wyndham Place through Crawford Street, Upper Montagu Street and York Street to reach Enford Street. There is a pedestrian area at the end of Wyndham Place which will be by default become a shortcut for cyclists from Wyndham Place over the pedestrian area by St Mary's Church, over York Street into Enford Street. How do you maintain the quiet pedestrian area? How do you prevent cyclists from rushing through the pedestrian areas as a short cut?
16-Dec-15	Event	Local resident	Strongly supports the proposed Quietway scheme, however objects to cyclists cutting through from Aberdeen Place to Lisson Grove alongside the Regent's Canal.
16-Dec-15	Event	Local resident	Local resident stated that any proposed speed table ramps be not too steep.
16-Dec-15	Event	Local resident	In Tresham Crescent, Swain Street and Paveley Street, proposes a one-way system for all road users to reduce danger caused by blind spots. Also suggests using Paveley Street rather than Casey Close as the alignment to access the Regent's Canal. In Harewood Avenue, stated that the taxi rank between the zebra crossing causes poor visibility and increased congestion due to taxis doing U-turns and double parking whilst waiting for a parking space. Suggests relocating this taxi rank to the western half of Melcombe Place.
16-Dec-15	Event	Local resident	We would like to see all road users whether cars, buses, lorries, trucks, rickshaws, motorbikes, bikes or pedestrians (all categories big or small) use and obey the rules of the highway code - wherever they are.
31-Dec-15	Letter	Local resident	Concerning the new planned cycle grid, I am very against this plan. There are many old people living in this are. We need room for the buses and also cyclists are unfortunately not very considerate of pedestrians. We need our public transport to be able to move and not lose lanes to cyclists.
31-Dec-15	Letter	Local resident	I believe cycling in London ought to be banned altogether. Cyclists, often aggressive selfish and law-breaking, are a danger to themselves and others. I have almost been knocked down twice in the last two months by cyclists jumping red lights and I think they should be forced to have registration plates, like cars. Separate cycle paths make it particularly dangerous and difficult for pedestrians to cross roads at junctions (especially alarming is the Aberdeen/ Edgware road crossing for pedestrians with a confusing 2-way cycle path. Almost uncrossable) and on the Regent's Canal. Road humps ruin what should be a pleasant taxi ride through the Park. Encouraging more cyclists what should be quiet streets is a very bad idea.
27-Nov-15	Email	The Landmark Hotel	We are concerned to the extent the proposed cycle way will impact the hotel. We would like to contest the proposed changes to Harewood Avenue and Marylebone for the following reasons, the most notable of which being on the grounds of the Health and Safety of the guests and the employees of the hotel. 1. The main fire exit from the Grand Ballroom leads directly onto Harewood Avenue and this could involve as many as a 1000 people exiting the building in an emergency. 2. The staff entrance is also a means of escape in an emergency. 3. Harewood Avenue is the hotels Fire Brigade meeting access point into the hotel. 4. The narrowing of Harewood Avenue leading to greater traffic congestion. 5. The two Baker Street / Grosvenor Street proposal will lead to increased traffic coming down Harewood Avenue not less. 6. The cycle lane will block our goods receiving entrance. 7. Access to the Landmark travelling east into the hotel will be declined.
			1) I am a very experienced driver, with a clean licence for many years and a Resident's Parking Permit for B zone NW8 costing £150.00. I am also an OAP and my partner, recovering from a life-threatening illness and several month hospitalised and in rehab, still relies on me to drive her to the many follow-up hospital appointments, still dependent on crutches to keep balance safely. She is also an OAP. We depend on being able to park on a Resident's Bay b zone, as she is not yet able to walk far. 2) Very often the Resident's bays in Penfold Street are full at any time of day or evening. It is also extremely busy all the time with two way traffic-large delivery trucks, vans delivering to the market and shops in Church Street market at the junction of Penfold and Church Street, with non-stop pedestrians -many of them young children and school boys and girls, who have to be careful crossing this busy road. Anyone who has driven along Penfold Street in either part of it, would agree that with the double parking there is absolutely no room for any cycleway in this road of all roads. It is completely out of the question. 3) Broadley Street is the first right off the second half of Penfold Street and provides alternative Residents' parking bays for which I have depended on when Penfold bays are full up. Traffic is very busy in Broadley Street coming one-way from the Penfold Street direction. There is permanent double parking. How on earth anyone could imagine there is room for 'two way' cycleways, beggars belief. I note with horror that you are proposing to take out two parking bays to make room for cyclists. These bays do not seem to be being replaced - why not? They are invaluable and I pay to use them and depend on them.

Central London Cycle Grid - Quietway Route from St John's Wood to Marylebone (Q16) - Responses received (excluding Questionnaire and Online Survey)			
03-Dec-15	Email	Local resident	<p>4) Why do cyclists not have a licence, a number plate and insurance and pay road tax for highways which they use for nothing- just as motorists are obliged to do and motor cyclists? There is far too much 'freebies for cyclists' and not any obligation on cyclists part to observe the rules of the road or even to be aware there are any! This is a proposal it would do well to be adopted to make cyclists liable and open to prosecution if need be in the case of an accident or event in which they are involved. They want to use the roads, they must pay and be identifiable like any other driver. Bring in a Licence Road Test to see if they have the faintest idea of the rules everyone has to abide by, without issuing any Licence to cyclists who do not comply.</p> <p>5) Orchardson Street is another main road and often I have to go further there to find a Residents' Parking Bay I see no reason to clutter this road up with endless signs for cyclist which nobody understands. Let us have consideration for us, the motoring public-consideration which is all too lacking by many 'road hog' cyclists. Training should be given to disabuse these cyclists that the road is not 'theirs', that they are not little children out on a spree, that nobody will regard them as anything but a nuisance and dangerous because of this prevalent attitude.</p> <p>6) Why would 'raised tables' need erecting - how is my partner supposed to climb up and across and many other pedestrians with heavy shopping carts or similar problems in walking or balancing? Let the cyclists ride up and over them instead.</p> <p>7) It is clear to us and to all other drivers and pedestrians in all and any of the above roads, that there is simply no room for cycleways-especially two way ones! Further, kindly stop penalising everyone walking or driving or parking in the above roads to deprive them of the services for which they pay very well, in order for cyclists to be indulged at all our expense and convenience. I thoroughly resent any Residents' Parking Bays in these above roads being removed and not replaced to pamper cyclists. They are not the only road users- or rather misusers often-I can foresee nothing but trouble should you try to squeeze in favoured routes against one way traffic between double parking, or even two-way cyclists - there is no room for them safely. These ill-thought out fantasies of TfL and yourselves must be abandoned in the above roads for our safety and convenience to be maintained.</p> <p>I must therefore ask that the City Council and TfL abort this inane suggestion in the above roads which will lead to stress, accidents and loss of quality of life here- just to please one group of road users -time too to get them into line and make them realise their obligations to the Highway Code and other drivers and pedestrians. Cyclists are far from satisfactory road users.</p>
04-Dec-15	Email	Local resident	<p>I see that other concerned residents have already started to express their dismay at the proposals and I must admit to agreeing with them and being quite alarmed in reading that Broadley Street - which is already a rat-run for cars wishing to avoid the main roads - is proposed to become a two-way cycle route. There are enough near misses and problems at the junction with Penfold Street and Broadley Street already to cause deep concern without even factoring in the impact on pedestrian (adult & children)access to Broadley Street Gardens, King Solomon School and the proposed green spine of the area's regeneration.</p> <p>Worries must be raised too about the cyclists possible behaviour and their observing the rules of the road given what goes on elsewhere in Westminster and other boroughs - cycling on pavements, down one way streets, through red lights at road junctions and pedestrian crossings. Indeed some might argue that being a pedestrian is now a hazardous occupation in Westminster.</p> <p>Finally, have you any idea of what percentage of Westminster residents will be using these proposed routes or is it just a quick way for all and sundry to disrupt life in densely populated residential area?</p>
04-Dec-15	Email	Local resident	<p>I am totally against any money being spent on dedicated cycle areas in St John's Wood to Marylebone. The money should be spent mending the roads which are full of pot holes. Most cyclists use the pavement, jump lights and even when there are dedicated areas, very seldom are they used. If they paid road tax then that would be a different matter. I think that taxing cyclists, caravans and trailers would be a good idea after all they use the road the same as everyone else. Cyclists are a minority and I feel the money would be better spent mending pavements for pedestrians, people with motorised chairs and guide dogs.</p>
06-Dec-15	Email	Local resident	<p>Is there a regulatory constraint preventing the introduction of a yellow box on that part of the southbound carriageway of Lisson Grove as abuts Harewood Row? If not, would this minimise the period when northbound traffic on Lisson Grove is stationary, with the known adverse effects on pollution?</p>
08-Dec-15	Email	Local resident	<p>It has come to our attention that Westminster Council intends to jeopardize the safety of the elderly residents lives in the local streets on and around Harewood Avenue, (St. John's Wood local) by creating cycle lanes where none exist today, its difficult as is but now creating more opportunity to be struck by cyclists giving them a thru way, we are residents in the community are noting that we are not happy about this decision is there likely to be a community hearing so people can voice their opinions before decisions are made? Please consider our opposition to this harrowing idea.</p>
10-Dec-15	Email	Local resident	<p>1. My first objection is that the questionnaire on your site has been put together without any thought to the predicament of elderly, frail, handicapped or otherwise disabled persons. Nor have their particular needs been taken into account. Similarly, the problems of mothers with children in prams or pushchairs seeking to cross the road in circumstances in which, unfortunately, cyclists will go through red lights. No questions relating to any of these conditions in a situation in which cars are going to be pushed even more closely together.</p> <p>2. My specific concern is with the junction of Aberdeen Place where it crosses Edgware Road/Little Venice Parade. Unless a yellow box is put up with CCTV coverage which leads to fines for cars, motor bikes etc., there will be a continuing danger. Buses, cars, lorries alike block the intersections when traffic is heavy.</p> <p>I have never seen nor has anyone else resident in this large block of flats seen observers standing at this very dangerous intersection to acquaint your department with the reality. There have been nasty accidents here. Do we have to wait for someone to be killed before Westminster and Transport for London co-operate to take steps.</p>
13-Dec-15	Email	The Landmark Hotel	<p>Firstly, the impact the Cycleway will have on our guests arriving by car or taxi travelling from west to east along Marylebone Road and accessing the Landmark at the junction of Harewood Avenue and Marylebone Road.</p> <p>In 2008 the hotel obtained permission from The Transport Department of the City of Westminster to have the junction at Harewood Avenue and Marylebone Road altered at a cost to the hotel of £86, 440 plus VAT to enable access to the hotel by car or taxi. The work involved moving the traffic lights back along Harewood Avenue and building two central islands for pedestrians crossing the road. Obviously, if vehicle access to the hotel by our guests is impeded in any way we will wish to oppose the Cycleway proposal.</p> <p>Furthermore, I have concerns about the access to our goods receiving entrance which is also located on Harewood Avenue, as all of the deliveries for the hotel arrive here. I believe the Cycleway will impede the access for our deliveries as the lorries and vans will have to enter the Cycleway and park across it ,therefore cyclists will have to manoeuvre around any vehicles into traffic travelling from behind them which I believe to be dangerous.</p> <p>I am not sure if the Cycleway is proposed to run along Melcombe Place by the hotel . If it does, then the same problem exists as for the deliveries in Harewood Avenue. The Production Companies setting up stage sets, audio visual and lighting rigs access directly into the ballroom through the 'riggers' door on Melcombe Place . The parking of lorries and vans across the Cycleway will cause the cyclists to manoeuvre around them into traffic travelling from behind them.</p> <p>The Landmark Hotel has 300 bedrooms, extensive conference and banqueting facilities and various restaurants and bars. We employ 492 team members and therefore in excess of 1000 people gain access to the building at any time on a daily basis. The majority of our guests (70%) arrive through the North Entrance in Melcombe Place opposite Marylebone Station and our team members arrive for work from the station via the Staff entrance which is located on Harewood Avenue.</p> <p>I am concerned that the Cycleway located in our direct vicinity will increase the danger to our guests and team members arriving at the hotel.</p>
22-Dec-15	Email	Local resident	<p>I support this proposal in general terms. However, I am writing to express my concern at the route around St Mary's Church Wyndham Place. I believe it is highly like that cyclists will simple use the church precincts (a pedestrianised area) as a short cut between York Street and Crawford Street, and that this will create inconvenience and possibly danger for pedestrians (especially children and the elderly who use this area for recreation). I have been a resident in this area for many decades.</p>
22-Dec-15	Email	Local residents	<p>Several different residents wished to ban the left turn onto Marylebone from Harewood Avenue. They stated that it would be safer for cyclists and pedestrians as they would be able to cross the road in one movement without having to wait at the island.</p>
22-Dec-15	Email	Local residents	<p>Several residents were concerned about the implications of the Baker Street two-way. Vehicles could use Harewood Avenue as the last chance to gain access to Marylebone Road and the flyover.</p>
03-Jan-16	Email	Local resident	<p>I d regularly walk up or down Enford Street on my way to and from Marylebone Station or the bus stops on Marylebone Road. I note the proposal to install a new cycle lane on Enford Street to enable 2-way cycling ... I do wonder if anyone from the Council has walked along Enford Street which is a narrow street with barely enough room for single lane traffic going north to pass cars legally parked at the south end by the pub and any parked outside the school. The only place where a cycle lane is currently marked is towards the north end where it is too narrow for cars to park without holding up the traffic. This street is regularly used by taxis on their way to join the taxi rank at Marylebone Station. I do not see how it will be possible to have 2 way cycling on Enford Street so I would be interested to know how you propose to do this.</p>

Central London Cycle Grid - Quietway Route from St John's Wood to Marylebone (Q16) - Responses received (excluding Questionnaire and Online Survey)			
04-Jan-16	Email	Local resident	<p>Junction of Carlton Hill and Hamilton Terrace: We agree with the removal of the existing cycle right turn. FACILITY? - Please explain the statement, 'what does constant level of provision along route mean'?? The approach and exits of raised junctions are too abrupt and need smoothing out for the benefit of all users. (this applies to all speed reduction measures) HALL ROAD - HAMILTON TERRACE Proposed widening the existing advisory cycle feeder lanes are not necessary as this will only hinder further the movement of Vehicular Traffic. LYONS PLACE: To be effective, instead there needs to be double YELLOW lines - NOT the single line proposed, a single yellow line would still allow all traffic (including bikes) to stop, or Park. This area would also need to be policed or road users would not comply to the regulation. PENFOLD STREET AND CHURCH STREET: The proposal is simply DANGEROUS to Pedestrians!!! This has a very high foot traffic usage. There must be a high level of consideration for foot traffic wherever changes are being considered. HAREWOOD ROW: The proposed double lines are a good idea, but for this, or any place where double YELLOW lines are to be installed, the area needs to be policed so that the area is kept clear, and no vehicles are allowed to park at any time.</p>
05-Jan-16	Email	Local Resident	<p>We are extremely concerned at the plan for Broadley Terrace and in particular the western vehicular access to Portman Gate, which is not even shown on your plan - while the much less busy eastern access is shown.</p> <p>Not long ago we raised concerns about your re-arrangement of the parking bays in Broadley Terrace. As a result of this there are now parking bays to within a few feet of the western access. If a van or 4 x 4 is parked adjacent to the access there is no sight line to enable you to see traffic in Broadley Terrace as you exit Portman Gate. One has to rely on approaching vehicles to sound their horn, and if there is a collision it is metal on metal.</p> <p>Cyclists on a cycleway can travel very swiftly and one would not necessarily hear a cycle bell. Any resultant collision would be metal on human flesh.</p> <p>We are also worried that little consideration seems to have been given to the safety of the children arriving at and leaving the school in Broadley Terrace, both on foot and by car. It is already very chaotic at these times.</p> <p>May we also have clarification of who will have priority at the junction of Lisson Grove with Broadley Terrace - pedestrians or cyclists.</p> <p>As a general principle we would also ask you to consider making the pedestrian crossing outside Banque Paribas and the one a few yards further south into controlled crossings. People walk out of the Banque or Station straight on to the crossings without looking or hesitating. This will be even more dangerous with the cycleway.</p>
07-Jan-16	Email	St Marylebone Society	<p>A. Responses to Questionnaire: 1. We were notified about the consultation by WCC. 2. The Society's principal concerns are with traffic congestion and air quality – the pollution caused by traffic being of particular concern. The other issues rank lower. Parking of private cars is of more concern to older residents than to younger ones, who are more likely to cycle and use public transport, or walk. Overcrowding of public transport could be partly alleviated by cycling and walking, and if there were fewer private cars on the roads, more buses might be deployed. 3. The Society strongly supports cycling as a mode of transport and we believe that more provision needs to be made for the increasing numbers of cyclists, and that proper cycle lanes which protect the riders should be provided where possible. HGVs and cycles are not compatible. (Note: it would be useful to provide figures and sources for the increases in cyclist numbers in future consultations, as a few respondents did not believe that cyclist numbers had increased significantly in the past few years). Some older residents are nervous about cyclists, especially the more aggressive ones, and those who ride on pavements. Cyclists need to follow certain rules just as motorists do, and some initiatives to reinforce good cycling behaviour alongside better provision for cyclists would be useful. 4. The consultants attending the cycle grid consultation exhibitions have been very helpful. However the drawings are not so easy to read for lay people, and perhaps colouring them would help. It has clearly been difficult to find spaces to exhibit the drawings to the public, some have been very poorly displayed and exhibitions have started later than advertised. A little more advance planning re venues would help. 5. A network of Quietways in London is a good idea, and we support it in principle, but it is clear that the proposed locations often have difficulty in accommodating cycle lanes against existing uses and requirements. This is not a reason not to establish cycle lanes, but we would like to see it done while minimising adverse effects on existing businesses and uses, and without compromising other traffic projects now in the pipeline.. 6. We have not looked at Greville Rd/St Johns Wood Rd. 7. We have received mixed responses from our members about the Harewood Avenue proposals. Many are in favour but have suggested changes to the proposals, and a few oppose it outright. One or two think it will simply not work because of existing traffic volumes, and we all agree that the Baker St 2-way project will increase pressure on this route as well. 8. For us as a society, locating the quietway route down Harewood Ave (quite apart from the already heavy use in Harewood Ave), and then Enford Street means that the "natural" route for cyclists is through Wyndham Place, a pedestrian precinct which is much appreciated in an area which has little public outdoor space (the Georgian Squares are almost all private). We strongly oppose the use of Wyndham Place as a cycleway. Provision should be made for structures that discourage cycling through this square as part of the Quietways scheme, if indeed it is to be laid out as the currently proposed route, so that the current character and use of this precinct may be retained. As proposed, cyclists will have the choice of going around Wyndham Pl. to East or West, and then passing down Bryanston Square, which will make their route much longer. Everyone can see the obvious shortcut through Wyndham Place which will inevitably be used in preference. We asked why this quietway couldn't be routed along Lisson Grove rather than Harewood Ave to avoid such route diversions - which would also bypass Wyndham place more efficiently - and were told that it was difficult to resolve a junction with Seymour Place south of the Marylebone Road – we have no details and there was nothing in the consultation to demonstrate what difficulties may exist if using Lisson Grove for the quietway, and this street in its current form seems somewhat underused, especially in its more northern section.</p> <p>9. All concerns and other comments will be detailed at the end of this document under "B". 10. A number of our members cycle regularly; younger ones to work, and older ones for leisure. We are not able to provide figures. 11. We are not able to provide figures. 12. Can't usefully answer. 13. N/A 14. N/A 15. All correspondence to planning@stmarylebonesociety.org</p> <p>B. OTHER COMMENTS & CONCERNS We feel very strongly that the Baker St 2-way project, which may change usage patterns on Harewood Avenue, the Quietway route along Harewood Avenue, and the current bus consultation for changes to routes #2 and #205 in this location, should be considered together in order to properly evaluate the possible effects. We have not seen any traffic modelling which takes all these factors into account and looks at the whole picture. We are concerned that the proposed new configuration of Harewood Avenue may mean significantly reduced capacity for vehicles and thus more congestion if the cycleway is located here. It is crucial that the Baker Street 2-way arrangement should work properly: if this means that the proposed cycle quietway has to be relocated to Lisson Grove or another street, then we would prefer to see that rather than compromising the Baker Street 2-way project. We have received a suggestion that the one way directions of Hayes Place and Harewood row might be reversed so that less traffic enters the Melcombe Place/Harewood Avenue junction. This would mean that the Tesco Loading bay in Hayes Place and the no.2 bus stand there would have to operate in the opposite direction. (We have some questions about the bus stand on Hayes Place anyway, see below). The effects of implementing this idea seem worth considering in more detail. Buses: The associated TfL consultation on buses #2 & #205 raised some other issues. Bus Route #2 is served by particularly old and polluting buses, and we have received a number of comments about bus #2, and its noisy, dirty engines, which currently terminates westbound outside St Edward School in Hayes Place. The school has concerns about pollution from these buses running their engines at the bus stand, and asks that TfL might consider relocating this terminus away from the school while considering changes to the route. (Would screening be a possibility?). We support the school's request. Upgrading the engines on these buses should be given priority as well - our area suffers from illegally high pollution levels.</p> <p>Some residents are concerned about the use of Harewood Row for Eastbound buses, given its narrowness, although we note that residents' parking bays there will be shifted elsewhere to increase capacity. We have no objection to this change in parking arrangements. Effects of the cycle quietway on local businesses: We note that the only loading bay for Marylebone Station is on Harewood Avenue. Similarly, the Landmark Hotel has a Harewood Ave loading bay which could not be located anywhere else without substantial changes to the listed fabric of the building and major rearrangements of the internal functioning of the building. The Landmark is a very important business in this area, and we want to see it continuing to function well and to provide employment opportunities. The manager of the Landmark has contacted WSP separately to convey his concerns about the changes to Harewood Ave, which affect the hotel's loading bay and the use of</p>

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			<p>the hotel's front drive and underground parking garage, currently accessed Eastbound from Harewood Avenue, and which will no longer be directly accessible from Marylebone Rd into Harewood Ave. This proposal affects the Hotel's current circulation pattern significantly. At one of the exhibitions, it was suggested that future Eastbound traffic along Marylebone Road heading for the Hotel's south driveway could turn North into Lisson Grove, East into Harewood Row, and then South into Harewood Ave, and finally, West into the driveway. This seems ironic given that on the Baker Street 2-way project, traffic planners are concerned to avoid such circuitous routes as they mean extra traffic clogging up the roads, and more pollution. We do not have figures for the usage of the hotel's driveway and car park, but the hotel suggested that their security section might know. We understand that the hotel has previously paid a substantial sum for road works to achieve the current access to the south driveway, and we believe that the Landmark is to meet with local councillors about these issues.</p> <p>We thought that the proposed configuration of the loading bay for the Landmark, with the cycle lane on the inside, would be workable, but that it might be better shifted a bit south along Harewood Ave to improve visibility for westbound drivers in Melcombe Place who want to turn south into Harewood Ave. Local drivers say that getting into the traffic stream southbound in Harewood Avenue from Melcombe Place is very difficult, and suggestions were made that the yellow box junction there might be reconfigured to improve flow from Melcombe Place.</p> <p>Left Turn from Harewood Avenue into Marylebone Road</p> <p>A number of residents suggested that there is a conflict between Cyclists crossing Marylebone Road southbound to Enford St, and southbound Motorists turning left from Harewood Ave into the Marylebone Road. As apparently 80% of south bound traffic in Harewood Ave wishes to turn right into the Marylebone Road, they suggested that the left turn there be banned for cars. This was discussed with consultants at one of the consultation exhibitions. There are other left turns into Marylebone Road between Harewood Avenue and Allsop Place, but it has been pointed out that all of them come off minor roads rather than through routes, which might increase rat running in those streets. Banning a left turn there would also affect those commercial vehicles using either of the 2 Harewood Avenue loading bays and might wish to exit left – this would mean performing another g-turn to manoeuvre into the required direction.</p> <p>(congestion/pollution implications) We did not see figures for the usage of these 2 loading bays, so do not know how significant the effects would be.</p> <p>Banning a left turn would also improve the situation for users of the pedestrian crossing on Marylebone Road, including children going to St Mary's school in Enford St. This possibility could be modelled to determine its overall effect.</p> <p>A cyclist's view:</p> <p>"As a cyclist the proposed rearrangement of the lower bit of Harewood Avenue is of course good because it avoids having to negotiate the usual traffic queues at peak times when crossing the Marylebone road to travel west. The position north of the lower section is of course unchanged with heavy taxi and other traffic as at present plus the #205 bus. Presumably the route then follows Rossmore Road east to Regents Park via Park road ? As I live east of Marylebone Station Enford street is not my preferred point for crossing Marylebone Road either north or south."</p>
07-Jan-16	Email	St Mary's Bryanston Square Primary School	<p>Introduction:</p> <p>As a small Primary school on the proposed Route we are happy to be submitting our responses to the consultation: The following groups of children looked at the proposals and took part in this process:</p> <p>School Council, Green Team and a number of lunchtime monitors. The first two groups are elected class representatives- aged 7-11 and the Volunteer Monitors help the Learning Mentor with the school lunchtime reading scheme. We looked at:</p> <ol style="list-style-type: none"> 1. The current road users and traffic behaviour- how many vehicles/cyclists/pedestrians over several short survey times 2. Deliveries and parked vehicles 3. How many cars were waiting at the traffic lights at any one time waiting to join the Marylebone Rd, and their speed of approach to those traffic lights 4. What the children thought and felt about having an additional cycle route going in the opposite direction 5. How their crossing at the junction of Enford St and York St would be affected 6. How the introduction of the cycle route over the St Mary's Church paved courtyard would affect the children 7. The School Council also invited the Westminster Road Safety Officer, Carla Lowe to visit the school and sought her advice on current road safety matters as well as what considerations the school would need to address should such a development proceed. <p>Background Information:</p> <p>St Mary's is a small, single form, Church of England Primary School on Enford St, with a roll of 220 children aged between 3-11. It is very much a school for the community of the families who attend- a hub for clubs and activities both at lunchtime and after school. We are a 'Green Flag' Environmental School and involve the children widely in the growing of the plants in our small gardens and greenhouse. The children and families take great pride in being part of the school and as a school we aim to be a resource that is considered very much a part of our local community of residents and small businesses in and around Enford St.</p> <p>'Walk to School Week' The school is an avid supporter of encouraging more children to be walking to school and we have seen a growing increase in numbers of children walking to school year by year. We are very lucky to have the vast majority of the children and families leaving their car at home and walking or scooting to school. The children's safety is our highest concern, and it is with this in mind that we are interested in contributing to the consultation process.</p> <p>The majority of children in our school live north of the Marylebone Road, and so not only do they need to cross this very busy road twice daily, many of them also need to cross Enford Street itself to get to school. Having the additional challenge of cyclists travelling two ways on Enford St, on top of its already busy and unpredictable traffic behaviour will make this proposal more unsafe for them, the children said.</p> <p>Collecting the Data: The children from School Council, Green Team and the Monitors for the Lunchtime Reading Scheme took part in counting vehicle/pedestrian /cycle traffic flow on several occasions on different days and at different times of the day in December 2015. See the collated data attached.</p> <p>Data summary</p> <ul style="list-style-type: none"> • The children's results shows that far from being a 'quiet way', Enford Street is a very busy, active road with users of all kinds, and it is a vital road in the area because it's possible to join the Marylebone Rd in both directions, with traffic lights. • A good number of the cars sped up on entering Enford St as they saw the lights turn to green, and there are several reports by the children of feeling unsafe from the sheer acceleration • Not only are the overall numbers of cars/vans/ large lorries alarming for such a small road which is only slightly wider than one car- the numbers of deliveries to houses on Enford St , businesses and our school meant that for a large amount of time, the road itself, as only one way at present, was all but impassable by cars- many had to rise up on the pavement to get past. • To imagine that there will be cycles travelling BOTH ways from straight outside the school seemed very confusing to the children, saying how would they even see the cyclists when there are so many cars lining up for the traffic lights at times. • Without exception all of the 28 children who observed the traffic profile of Enford St said it would be very dangerous for them to try and cross the road from the school. • The vast majority of the children who arrive at school from the Marylebone Road approach, need to actually cross Enford St itself. It is they who would need to be alert to the additional dangers of cyclists- fast cyclists at that, they observed at times, and in some cases on the pavement. The cyclists are very hard to hear, doubling the children's risk of crossing, silently. Some of the cyclists observed in our timed surveys were travelling faster than the children felt comfortable with already. <p>Comments by the children: The children said,</p> <ol style="list-style-type: none"> 1. 'I would love to be able to cycle on quieter roads, and quieter roads are where I would cycle if it was safer to cycle to school.' 2. 'It would be hard to see the cyclists if the traffic is as busy as it is now- we'd not see the cyclists because the cars would block our vision' 3. 'There isn't room for even one cyclist and the cars at the moment- some of the cyclists already ride on the pavement' 4. 'There will be even more crashes on the school road- I was nearly run over and my friend who had a sister in a pushchair was nearly hit by a car going too fast.'

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			<p>5. 'It's not safe with cars going one way, then having bikes going both ways; my mum would never let me travel to school on my own, even in year 6 when I want to'</p> <p>6. Words used by the children when they heard of the proposals and asked how they would feel: 'worried', 'crashes will happen', 'cyclists may crash into cars', 'which way will I look now?', 'unsafe', 'angry', 'sad', 'I wouldn't like it', 'there's no room', 'less pollution but unsafe'</p> <p>Deliveries: From the numbers recorded, for every van/car/taxi stopped on Enford Street even for 5 mins apiece- how would cyclists fit around these large obstacles with speeding vehicles as well as other cyclists heading towards them, leaving the cyclists caught in a precarious position.</p> <p>Other Quiet options There are other quieter roads nearby that have no school, hardly any traffic, and no traffic lights at the end.</p> <p>Junction of Enford St and York St This is always a very busy junction with cars, motorbikes and lorries turning quickly into Enford St, especially at school start time and home time. It is a tight and narrow corner. While the school council observed the junction two v large trucks mounted the pavement to be able to manage the turn, extremely close to where we were all standing. The children felt v unsafe, even standing as far back as was possible.</p> <p>St Mary's Church Pedestrianised Courtyard Out of the 10 children in School Council- 7 say they go to the Courtyard of St Mary's Church to play after school. A number of children play in the courtyard area of the church after school, and meet friends from neighbouring schools there for safe and wide play space after school- chasing games, skipping and hide and seek games are played by a good number of children every weekday after school. It is far too far to go to a green park after school for the families- the nearest real green space is easily a 15 minute walk for the families and the church play area is a popular spot for the families to be safe in active play. The cycle route looks to draw a straight line across this pedestrian area which would put the children at risk and would prevent their safe play.</p> <p>Childrens' remarks: 'could the cyclists not go around the outside of the play space, not through the middle?' 'Can they go along a coloured or marked path close to the houses?' 'Could there be a gate around the area the cyclist travel along so we can still run around?' 'If the cycle path went through the middle of the space path, my mum wouldn't let me play here anymore, and I really love to play here with my friends after school'</p> <p>Summary Overall, while the children liked the general idea of quieter roads for cyclists, they felt that Enford Street itself was already too busy and too narrow for the two way cycle path alongside the one way traffic. The children felt it would be too unsafe, too fast, too much traffic on Enford St for it to be the street of choice for a quiet way in this area, especially since there are other really quiet roads nearby. The Church Courtyard is also a special play space for many of the children after school.</p>
08-Jan-16	Email	Westminster Cycling Campaign	<p>We are disappointed that the Council has not engaged better with local residents and councillors to develop improvements beyond just a cycle route, for example reducing through motor traffic to reclaim streets as places for people to enjoy.</p> <p>Between Greville Road and St John's Wood Road:</p> <ul style="list-style-type: none"> - We support the proposals for cycling provision consisting of wayfinding symbols from Greville Road to Carlton Hill. We recommend that Greville Road be resurfaced, because its current bone shaking surface is uncomfortable and a distraction from safe cycling. - Cyclists have reported that the speed and volume of motor traffic can be a deterrent at certain times. We are not convinced that the proposals will alleviate this problem. - We oppose the proposals for cycling provision consisting mainly of wayfinding symbols on Hamilton Terrace. We would not expect the potential new cyclists targeted by the Quietways to 'take the lane' that is 5m wide, nor would motorists expect slower cyclists such as a family group to do so. We need to design for realistic, not wishful, behaviour and address the risk of cyclists positioning themselves in the 'dooring zone' of parked cars and the risk of 'close passes'. Our strong preference is for proposals that would remove one of the three rows of car parking, creating space for two wide cycle lanes that will attract new people to cycling. A compromise proposal would mark a 0.5m buffer plus a 1.5-1.8m advisory cycle lane, in order to show cyclists and motor vehicles how to position themselves to share a 5m lane (we note that few large vehicles use Hamilton Terrace). Removing car parking, or at least adding more road markings, seems a small price for keeping people safe. We urge the Council to improve its proposals and we are open to discussion of alternatives. - We support the proposals for kerb build outs at the Hamilton Terrace / Marlborough Place, which will improve visibility for all vehicles exiting Marlborough Place as well as allowing southbound cyclists on Hamilton Terrace to maintain a consistent line through the junction. - We support the proposals for Advanced Stop Lines at the Hamilton Terrace / Abercorn Place junction. - We do not believe that p+G53 proposals to widen the ASL feeder cycle lanes at the Hamilton Terrace / Hall Road junction will deliver any real benefits: during weekday hours when cyclists commute, or weekends when many cyclists make leisure trips, these cycle lanes are blocked by parked cars. If these proposals are to be effective, these ASL feeder cycle lanes should be mandatory lanes protected by double yellow lines (with an advisory section at the one existing vehicle crossover). - We are disappointed to see that cyclists will still conflict with left-turning traffic and oncoming right-turning traffic at the junctions along this part of the route. - Overall we do not believe that the proposals will result in any significant improvement in the cycling level of service, which we calculate at a disappointingly low level of 35%. <p>Between St John's Wood Road and Marylebone Road:</p> <ul style="list-style-type: none"> - We support the alignment chosen between Lyons Place and Harewood Avenue. We note that other, possibly shorter, alignments are possible. However the proposed alignment has the strengths of being two-way, having relatively few turns and bringing cyclists onto Harewood Avenue at a point where few traffic movements take place, compared with junctions further south. - We support the proposals for cycling provision consisting of wayfinding symbols from Northwick Terrace to Broadley Terrace. - We do not believe that proposals to relocate parking to reduce conflict / congestion at the Lyons Place / Orchardson Street junction will be effective unless the junction mouth is protected by double, rather than single, yellow lines. - At peak times, traffic volumes and speeds are higher than we would expect on what are essentially local streets. (We recorded 384 motor vehicles per hour in Penfold Street in the morning peak.) This suggests that this section of the route is used by rat-running motor vehicles avoiding congestion on Edgware Road. We therefore believe that the Council should seize the opportunity to restrain through motor traffic. This would obviously improve the local quality of life as well as conditions for cycling. Without this improvement, the cycling level of service will remain at a disappointingly low level (around 41%, according to our calculations). - We support the proposals for two-way cycling on Broadley Street, but they leave a barrier preventing cyclists from the direction of City of Westminster College Paddington Green and the West End Green development site from exiting the busy Edgware Road onto the Quietway. We recommend strongly that the remaining section of Broadley Street from Edgware Road also be made two-way for cycling, in order to get better value from the Quietway proposals, and we note that a passing place already exists on this section. - We ask whether the islands at the Lisson Grove / Broadley Street junction could be made larger to provide greater refuge for cyclists and pedestrians crossing Lisson Grove in two stages. - We strongly support the proposals for cycling provision consisting of wayfinding symbols from Lilestone Street to the Regent's Canal. These are a perfect example of a Quietway proposal, highlighting a useful route along quiet roads that, lacking a cycling equivalent of 'The Knowledge', new cyclists would not otherwise find. - We strongly support the proposals for Harewood Avenue, which consist of wayfinding symbols in the north but increase to segregated cycle lanes in recognition of the higher traffic volumes south of Marylebone Station. <p>Between Marylebone Road and Great Cumberland Place:</p> <ul style="list-style-type: none"> - We support the proposals for two-way cycling on Enford Street, which create a simpler layout that is more likely to attract new people to cycling than a layout split between two one-way streets. - We oppose the alignment chosen between Enford Street and Great Cumberland Place, which is 200m less direct than an alignment passing the west side of St Mary's Church in Wyndham Place (avoiding the school on the east side). - We are aware of local opposition to allowing cycling past St Mary's Church. In our opinion the Council should not accede to the unfounded opinions of a minority, at the expense of the majority. We ask that the Council remain neutral and gather evidence to prove or disprove the arguments of objectors, by undertaking a 6- or 12-month trial of cycling past the west side of St Mary's Church monitored by video cameras. Westminster Cycling Campaign would be keen to run Dr Bike and other events here during the trial, engaging with local people and those using it as a through route. We think the trial would dispel fears about inconsiderate cycling and fears about how infrastructure-heavy a Quietway route would be.

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			<p>- We support the proposals for cycling provision consisting of wayfinding symbols from Wyndham Place to Bryanston Square, and the proposals for kerb build outs at the Bryanston Square / Bryanston Place junction.</p> <p>- Bryanston Square is an attractive route for a Quietway and avoids the traffic signals – and traffic – that would otherwise be encountered on Seymour Place. However, there are a number of distributor-type roads that can be difficult to cross, especially for less experienced cyclists. This is particularly true of the crossing of Crawford Street as well as the right turns into major roads at each end of Bryanston Square. We therefore suggest further measures to make these movements easier, such as additional pedestrian crossings and refuges. These would obviously benefit pedestrians as well as cyclists.</p>
07-Jan-16	Email	Local resident	<p>A public consultation has started on a cycle path from West Hampstead to the West End. It crosses the Church St ward along Broadley. The current proposal includes raising the road at the junction with Penfold which will be beneficial since some drivers take the junction without care. However there are another aspects that do not seem to be addressed as yet.</p> <ol style="list-style-type: none"> 1. The path will cross the green spine at Salisbury. The layout of that junction needs to be planned in conjunction with the green spine. It is also the main exit from the playground. That too needs to be taken into account. 2. The visibility of cyclists to kids exiting the playground at either end is likely to be poor since parking is currently allowed both sides of the street. Probably one side of parking should go. 3. Broadley terrace has a school entrance and vehicle access to the housing block. The Lisson Grove end is busy with kids crossing to and from St Edwards. Some measures to protect pedestrians are required. <p>I am not against the cycle path but the detail needs more preparation.</p>

Appendix G – Data Analysis

Central London Cycle Grid

Quietway Route from St John's Wood to Marylebone ("Quietway 16")

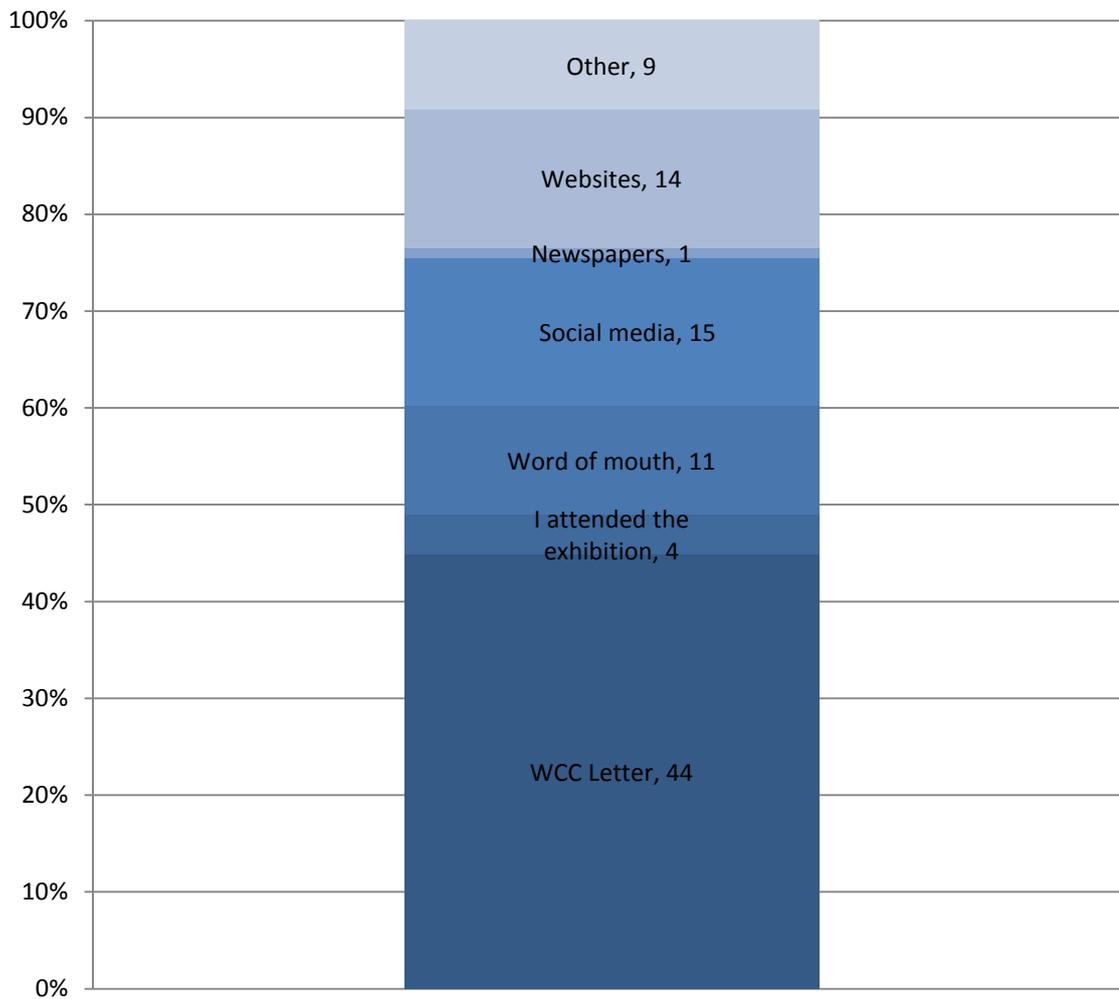
Survey Responses during Public Consultation from 16 November 2015 to 8 January 2016

Total Usable Responses	92
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How did you find out about the proposals? (multiple choice)

WCC Letter	I attended the exhibition	Word of mouth	Social media	Newspapers	Websites	Other
44	4	11	15	1	14	9

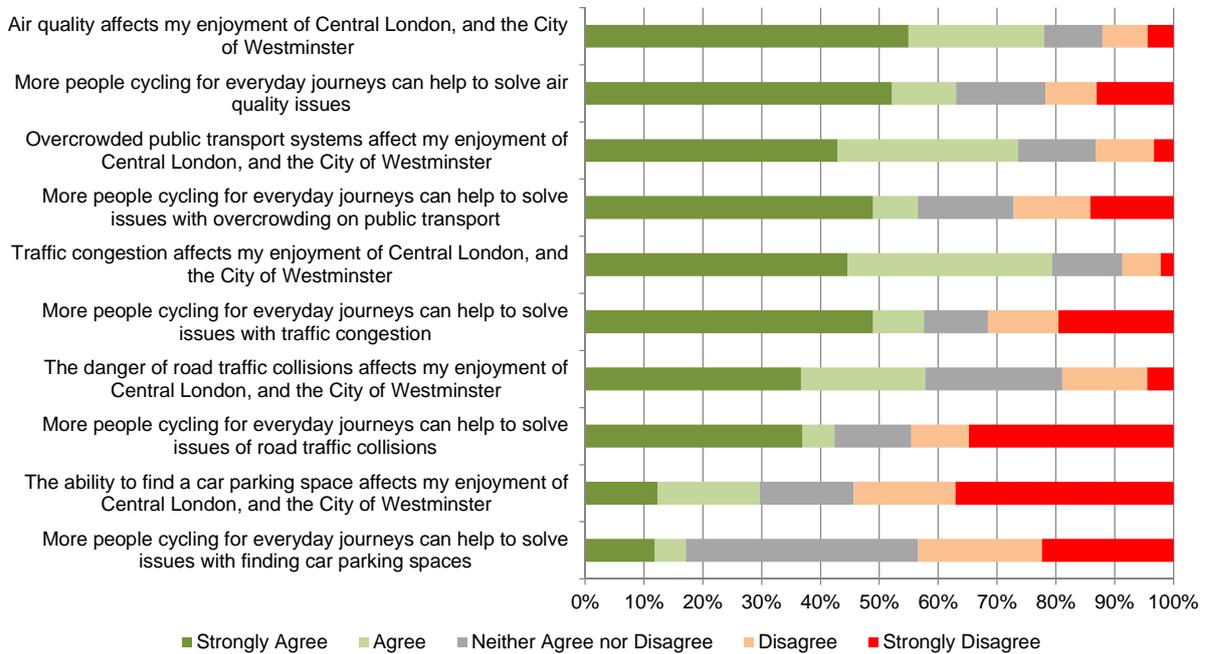
How did you find out about the proposals? (multiple choice)



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

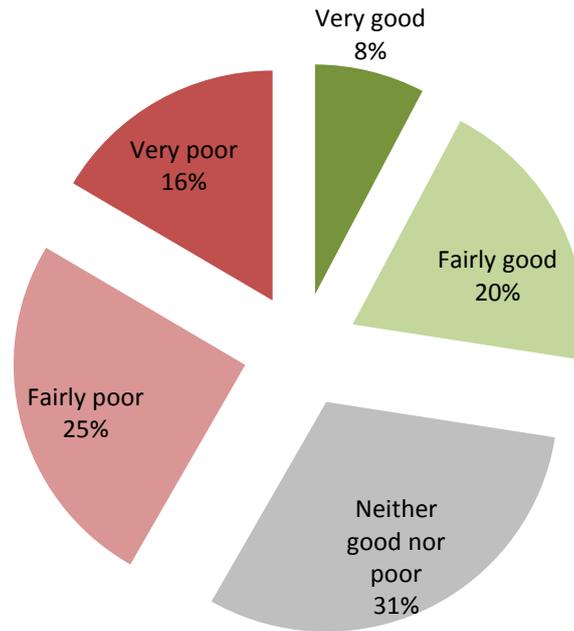
	More people cycling for everyday journeys can help to solve issues with finding car parking spaces	The ability to find a car parking space affects my enjoyment of Central London, and the City of Westminster	More people cycling for everyday journeys can help to solve issues of road traffic collisions	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	9	10	34	33	45	41	45	39	48	50
Agree	4	14	5	19	8	32	7	28	10	21
Neither Agree nor Disagree	30	13	12	21	10	11	15	12	14	9
Disagree	16	14	9	13	11	6	12	9	8	7
Strongly Disagree	17	30	32	4	18	2	13	3	12	4

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



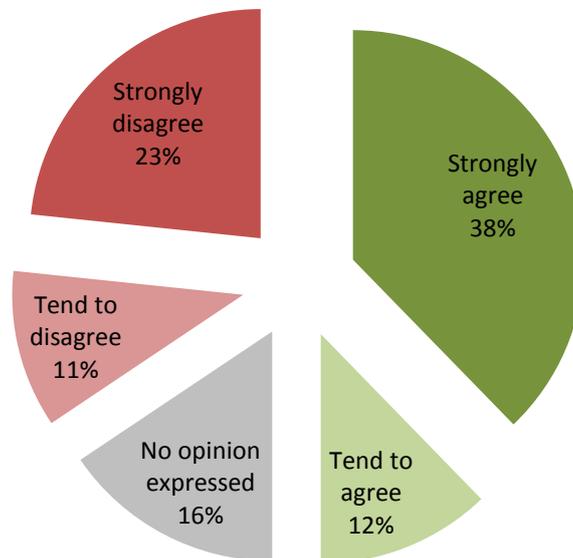
In the area being consulted on, cycling conditions are currently...?

Very good	7
Fairly good	18
Neither good nor poor	28
Fairly poor	23
Very poor	15



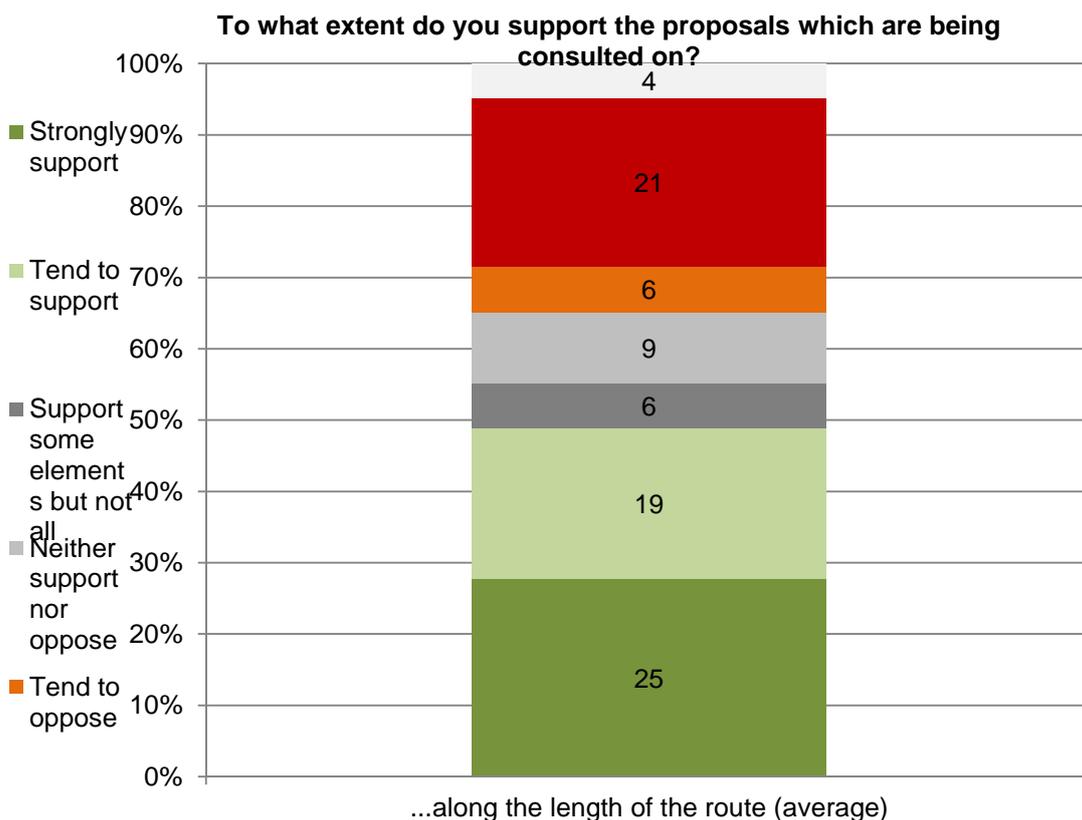
I would be more likely to cycle in central London if there was a network of easy to follow, quiet cycle routes.

Strongly agree	34
Tend to agree	11
No opinion expressed	14
Tend to disagree	10
Strongly disagree	21



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

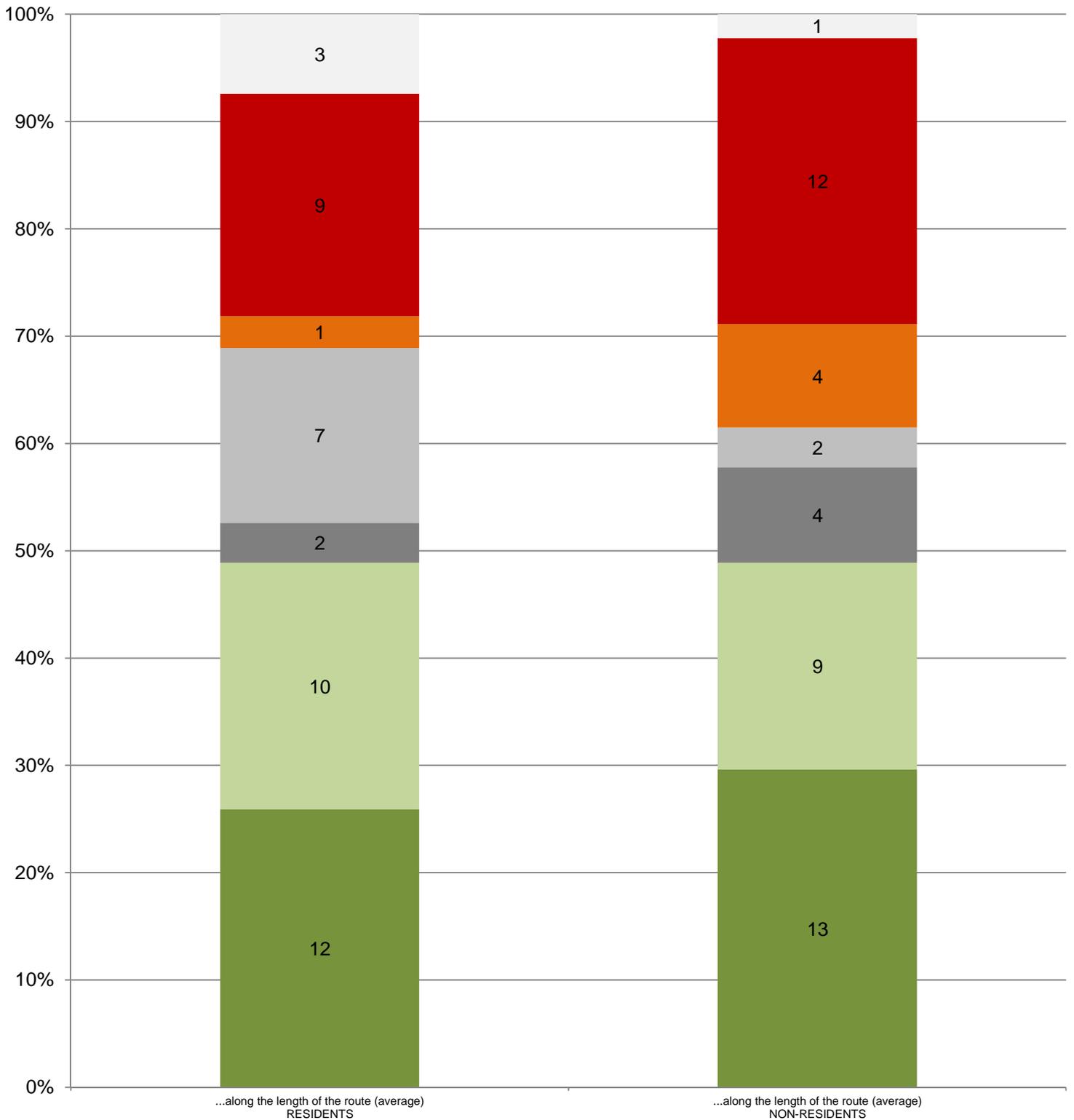
	...along the length of the route (average)	...between Greville Road and St John's Wood Road?	...between St John's Wood Road and Marylebone Road?	...between Marylebone Road and Great Cumberland Place?
Strongly support	25	26	25	24
Tend to support	19	17	20	20
Support some elements but not all	6	4	6	7
Neither support nor oppose	9	11	9	7
Tend to oppose	6	7	5	5
Strongly oppose	21	20	23	21
Don't know	4	5	2	6



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

	...along the length of the route (average) RESIDENTS	...along the length of the route (average) NON-RESIDENTS	...between Greville Road and St John's Wood Road? RESIDENTS	...between Greville Road and St John's Wood Road? NON-RESIDENTS	...between St John's Wood Road and Marylebone Road? RESIDENTS	...between St John's Wood Road and Marylebone Road? NON-RESIDENTS	...between Marylebone Road and Great Cumberland Place? RESIDENTS	...between Marylebone Road and Great Cumberland Place? NON-RESIDENTS
Strongly support	12	13	12	14	12	13	11	13
Tend to support	10	9	9	8	11	9	11	9
Support some elements but not all	2	4	1	3	2	4	2	5
Neither support nor oppose	7	2	8	3	8	1	6	1
Tend to oppose	1	4	3	4	0	5	1	4
Strongly oppose	9	12	8	12	11	12	9	12
Don't know	3	1	4	1	1	1	5	1

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

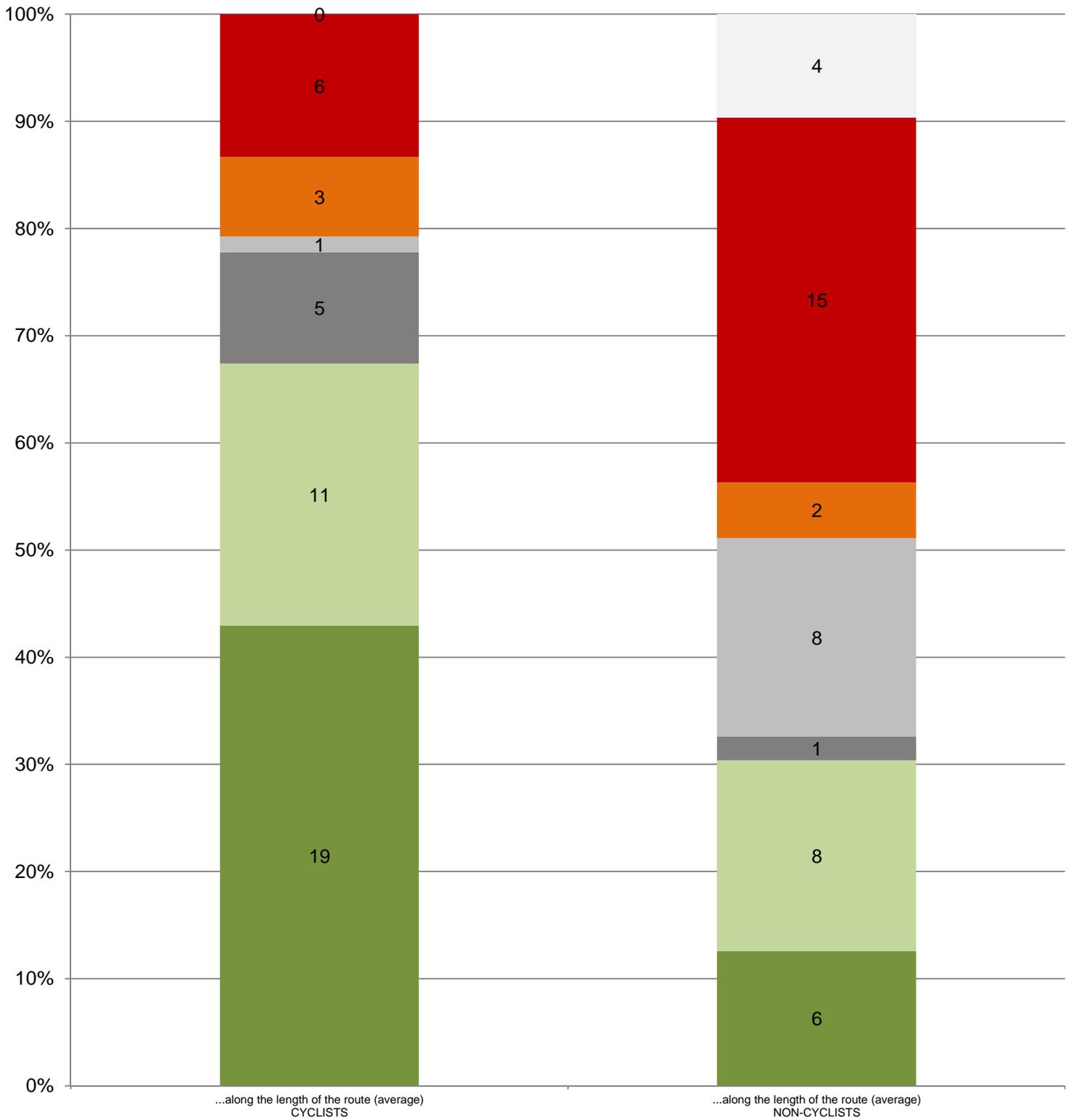


- Strongly support
- Support some elements but not all
- Tend to support
- Neither support nor oppose
- Tend to oppose
- Strongly oppose
- Don't know

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	...between Greville Road and St John's Wood Road? CYCLISTS	...between Greville Road and St John's Wood Road? NON-CYCLISTS	...between St John's Wood Road and Marylebone Road? CYCLISTS	...between St John's Wood Road and Marylebone Road? NON-CYCLISTS	...between Marylebone Road and Great Cumberland Place? CYCLISTS	...between Marylebone Road and Great Cumberland Place? NON-CYCLISTS
Strongly support	19	6	20	6	19	6	19	5
Tend to support	11	8	10	7	12	8	11	9
Support some elements but not all	5	1	4	0	4	2	6	1
Neither support nor oppose	1	8	1	10	0	9	1	6
Tend to oppose	3	2	4	3	4	1	2	3
Strongly oppose	6	15	6	14	6	17	6	15
Don't know	0	4	0	5	0	2	0	6

**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.	
Strongly agree	
Strongly disagree	
Support some elements but not all	<p>Continuous, direct and easy to follow routes are key. These must minimise the interactions motor traffic. I am agnostic if these should be quiet routes, but they need to go to key destinations.</p> <p>Meandering indirect routes which don't meet my transport needs are a poor substitute for proper segregated cycle infrastructure on main routes.</p> <p>Quiet routes alone are not enough direct routes with protected lanes on main roads near business and shops are also needed</p> <p>The routes also need to be safe. Most cycle routes in Westminster are dangerous and not well planned.</p> <p>The routes have to be direct more than quiet. When I choose to move by bicycle I want to be quicker than car and tube, so I need cycle routes without detours. Cycling along main roads isn't a problem IF AND ONLY IF the routes are segregated. to summarise: I would be more likely to cycle in Central London if there was a broad network of direct, segregated from traffic, one way (not bidirectional like Embankment) cycle routes</p> <p>The viability of this scheme depends on cyclists observing the rules and not riding roughshod over pedestrians and motorists being cycle aware and being courteous to cyclists.</p>
Tend to agree	
Tend to disagree	

To what extent do you support proposals between Greville Road and St John's Wood Road which are being consulted on at the moment?

Neither support nor oppose	
Strongly oppose	
Strongly support	
Support some elements but not all	<p>Greville Road works well in existing conditions. Hamilton Terrace is a wasted opportunity. Cycle tracks should proceed on the inside of the car parking.</p> <p>Traffic lights on Hamilton Terrace should be set to a "Green Wave" to match cycling speeds.</p> <p>Hamilton Terrace is uncomfortable and risky to cycle on because bike are forced into the door zone of parked cars by following traffic trying to pass.</p> <p>Either through traffic needs to be removed, or parking needs to be removed or recessed into the wide pavements.</p> <p>This scheme does not do enough to remove motorised through-traffic from the road. We need filtered permeability to ensure that it is safe for cycling.</p> <p>Small "cycle patches" in the carriageway are not an acceptable alternative.</p> <p>Your description of what you want to do is too technical to understand. What are kerb buildouts?? What are Road Markings?? You speak in a bureaucratic language that no one will understand.</p>
Tend to oppose	
Tend to support	

To what extent do you support proposals between St John's Wood Road and Marylebone Road which are being consulted on at the moment?

Neither support nor oppose	
Strongly oppose	
Strongly support	
Support some elements but not all	<p>As above: This scheme does not do enough to remove motorised through-traffic from the road. We need filtered permeability to ensure that it is safe for cycling. Small "cycle patches" in the carriageway are not an acceptable alternative.</p> <p>Insufficient without removal of rat running traffic.</p> <p>Please see below with regard to Enford Street</p> <p>The detail of Harewood Avenue from Melcombe Place to Marylebone Road needs to be more carefully considered: 1. for hotel vehicular access and unloading 2. for buses (as Harewood Row is very narrow and Lisson Grove capacity issue for buses and cars (especially with new parking spaces envisaged)). 3. pedestrian crossings at Marylebone Road (both directions)</p> <p>Would like to see additional modal filtering to reduce motor traffic volumes.</p> <p>Your description of what you want to do is too technical to understand. What are kerb buildouts?? What are Road Markings?? You speak in a bureaucratic language that no one will understand.</p>
Tend to oppose	
Tend to support	

To what extent do you support proposals between between Marylebone Road and Great Cumberland Place which are being consulted on at the moment?

Neither support nor oppose	
Strongly oppose	
Strongly support	
Support some elements but not all	<p>As per previous section. I DO NOT LIKE CYCLING WITH THROUGH-TRAFFIC. This scheme does not do enough to remove motorised through-traffic from the road. We need filtered permeability to ensure that it is safe for cycling. Small "cycle patches" in the carriageway are not an acceptable alternative.</p> <p>Can't really see how bikes get from Crawford Street to York Street easily? Via Montagu Place. Please not undermine the existing pedestrian area in Wyndham Place.</p> <p>Contra flow bike lanes in narrow streets like Enford St: it is imperative these lanes are physically segregated, not just painted in, otherwise cars will inevitably infringe on them as drivers are never sufficiently aware of their existence.</p> <p>Quietest must have restricted access to motor vehicles to be effective</p> <p>Route should go via Lisson Grove, rather than Harewood - this should be a link only to Marylebone/Baker Street</p> <p>Your description of what you want to do is too technical to understand. What are kerb buildouts?? What are Road Markings?? You speak in a bureaucratic language that no one will understand.</p>
Tend to oppose	

.....
Tend to support
.....
.....

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

As a 67-year-old pedestrian, I tend to view cyclists as dangerous, esp. the ones who insist on riding on footpaths (& are usually abusive). There should be more emphasis on keeping cyclists in the streets & within the law.

Baker Street, Gloucester Terrace and Portland Place badly need dedicated cycle lanes, isolated from dangerous traffic. The crossing of Marylebone Road at Marylebone High Street needs to be made friendly for bicyclists entering or existing Regents Park. It is easy to cycle out of central London into Fitzrovia along Wardour St, but it is almost impossible to cycle INTO central London from Fitzrovia because of the one-way systems around Leicester Sq. There needs to be a clear cycle route into Trafalgar Square from the north. The east-west route proposed from Marylebone to the Diane Memorial Garden uses Sussex Gardens, which is very dangerous for cyclists. It should use one of the many quieter parallel roads linking across Edgware Rd from George St i.e. Kendall Street etc.

Biggest concern is how Regent's Park is becoming a velodrome. A real risk when these speedsters intimidate young children crossing the road and people with pushchairs. We need road calming for bicycles.

Budget spending exercise to appease the powerful lobbying group of lefty cyclists. More congestion is being created jamming up the roads once the side streets are blocked off for cyclists to use for a couple of hours a day. Many businesses can't cycle, for example delivery drivers and taxi drivers. A flowing traffic system is better for clean air than a jammed up one. Stop closing off all these side roads to further your political agendas. When your wife or Mum needs an ambulance and dies because it's stuck on Marylebone Road and can't get up Harewood Avenue you'll see the folly of these schemes.

Concerning the new planned cycle grid, I am very against this plan. There are many old people living in this area. We need room for the buses and also cyclists are unfortunately not very considerate of pedestrians. We need our public transport to be able to move and not lose lanes to cyclists.

Difficulties for residents with cars

Encouraging cycling avoids the real problem causing poor air condition and congestion--too many cabs, buses and Ubers on the roads. Also you can't encourage more cycling without encouraging cyclists to pass driving tests.

Enford Street is a narrow road. There is a school on it and this scheme will inevitably result in more accidents.

Every road closed to make way for more cycle routes just clogs up other routes. The pollution ? Does not go away and in fact gets worse. Would love to know pollution levels in London since we started to build these bike lanes. Through the roof!!

Filtered Permeability. Please.

Greville Road to St John's Wood Road section is very bike friendly at present. However, there is hardly any parking space available in this section. It would be a heat mistake sacrificing parking spaces to build a bike route which is not needed.

Having the route go down Penfold Street will bisect Church Street. There'll be chaos on Saturdays during the Church Street market, and you should anticipate market pedestrians will be cluttered into by cyclists.

I am disappointed that there is no planned reduction in motor traffic volumes. I cannot see how the interventions planned improve the area for people on bicycles or foot

I believe the scheme is to build safer streets for cycling and I strongly support that.

I cannot ascertain from the information provided exactly what they mean. But there is already a problem with residents parking spaces and if the scheme is going to reduce the number of these I would strongly object.

I cycle a great deal during the warmer months and hate having to go back to public transport in the winter. I strongly support these plans.

I cycle on these routes most day to go to work as I live just on the boundary of Westminster and work in Marble Arch. I think these scheme does very little to improve cycling conditions and to encourage people who don't currently cycle to cycle. I could find maybe only one provision in the entire scheme which would make my wife more likely to cycle on this route more. Wayfinding symbols are generally useless, what is needed is filtering or segregation. Greville road: road surface is very poor between Greville Road and Clifton Hill. Hamilton Terrace is a very large avenue with lanes between 4.8 and 5.5m with three lines of car parking. Cars and vans here constantly speed despite the speed bumps. Here what is necessary in order to improve safety is either a bike lane between the pavement and the parking lane or speed cameras constantly on. The quality of the speed bump on Marlborough Place is very bad. No provision to avoid left hooks on Abercorn Place: I had a small collision with a turning car here a couple of years ago. Lyons Place, Penfold Street, Orchardson Street are all vastly used by cars and van rat-running: this should not be the purpose of a quietway. Either filter is provided on these roads, or full segregation should be provided on Edgware Road. Penfold Street is dangerous because of too many aggressive drivers. I was hit by a hit and run van on Penfold street a few months back and had to go to hospital. I do not see any reason why this road would improve under your plans. The contra-flow in Broadley Street makes this road longer vs. cycling till Bell Street; unless this road was made significant better to cycle, I do not see why cyclists should use a less direct route. Harewood Avenue: the traffic islands make the road less safe for cyclists as motorists tend to squeeze cyclists. I support the segregation of Harewood Avenue, although I do not see how cyclists on the north south route would use this facility given Wyndham place is not open to bicycles. Wyndham Place need to be made cyclable otherwise the proposed detour appears completely illogical and almost no one will use it. If Wyndham place cannot be accessed by bike, then Seymour Place will receive most cyclists and traffic calming measure such as segregation or filtering need to be put in place. Bryanston Square: the southward intersection with George Street is very complex and dangerous, especially as buses park on George Street and remove visibility.

I have many elderly neighbours who talk of their fear of cyclists and fast cars. I have had a car and bike for much of that time but no longer have either and am a pedestrian or use a bus now (and have slight mobility problems from arthritis - so cannot walk fast or jump out of the way of cyclists on the pavement or cars). I think the Enford St scheme is flawed - unless you tell me you are stopping cars coming down it - which would be fantastic! as it is so dangerous because of speed and pollution) for the infant school. The pavements are already narrow and there is definitely no room for a cycle path with car traffic too. As a generalisation cyclists consideration of pedestrians esp. elderly infirm, deaf, laden with shopping and children has completely deteriorated and really is very shocking. There is an infant school in Enford Street as you know. Cyclists have long been cycling down the road and pavement (in the forbidden south direction) disregarding everyone else and I think they are going to feel more entitled to selfishly disregard pedestrians. They cycle like they are in the tour de France, not carefully, refusing to slow. You will see, if they are coming up behind someone they will come off the cycle lane onto the pavement rather than wait. I have seen it many times and this will be even more dangerous for pedestrians esp. school children and their parents with toddlers fetching them from school. So if you are stopping traffic in Enford street maybe ok to 2 way cycling (but with heavy policing initially as to considerate behaviour of cyclists towards pedestrians otherwise no. Thank you.

I strongly oppose directing cyclists via Upper Montagu Street as proposed. This street is busy with traffic (including lorries) heading south from the Marylebone Road. Similarly heading north. Potentially there may even be an increased volume heading north up Upper Montagu Street from adjoining roads (east) due to various implications of the Baker Street 2-way scheme proposed affecting the whole length of Upper Montagu Street.

The junctions of Upper Montagu Street with York Street and Crawford Street are already hazardous. Directing cyclists along it, I believe, would not be in the interests of safety for any of its users (pedestrians, cyclist and vehicles).

I have already objected to the proposed cycle route along Crawford Street for mainly safety reasons.

My suggestion is: From Enford Street to direct cycle traffic right (heading south) along York Street to Seymour Place, along Seymour Place, then left into Bryanston Place. For cyclists heading north, reverse this.

This would direct cyclists along roads which are wider, some quieter, and with less dangerous cross-roads in my experience locally.

I use this route every day during the AM and PM peak. I like the idea of having one way in and out, not having to change as I do now. The main issue is not the conditions of the roads, but the volume of the traffic. Hopefully the banning of some of the northbound traffic on Harewood and some of the turns will help. I am most scared of the van drivers who whip around the narrow streets and are annoyed by my slower speeds. I am most glad of the contraflow on Broadley Street. It means I can get to Harewood Ave more easily and avoid all the turning. The bit I'm most displeased with is turning from the current segregated cycle lanes at Aberdeen Pl. to Lyons Place and vice versa. Cars come up beside the seg lanes and can't see cyclists very well or choose to ignore us. That is where I've had the most fear of collision. Cars are coming beside you, in front of you and from your left or right and although the ones besides are supposed to yield, they often just barge ahead. A raised table might help speeds but I'd rather they have a tougher time taking the straight away.

I would encourage consideration of pedestrian safety at the Hamilton Terrace / Abercorn Place intersection. There is nothing mentioned in the proposal as far as I can see. It is a major pedestrian thoroughfare for children and parents/ carers reaching St Mark's Church, the Abercorn School and Violet Hill Playground. Despite this there are no pedestrian lights installed. There is no bollard on the southbound corner next to the church and cars frequently mount the kerb when turning the corner. I believe this is a danger for both pedestrians and cyclists.

In a context of limited financial resources I feel that public funds would be better used by 1) improving public transport (quality and price) 2) Improving air quality (eliminating lorry traffic in central London and electrifying diesel trains) Cycling is a very unequal mean of transportation as it is limited by ability/disability and distance of commute. The focus should be on plans that improve life for ALL tax payers. Plans for Harewood Avenue are of particular problems: it seems that parking on the double yellow line is tolerated for deliveries at the Landmark hotel. This leads to gigantic traffic jams and the rest of the neighbourhood becoming grid-locked. All businesses would like the convenience of parking on double-yellow lines. Why is the Landmark getting a privilege at the expense of the well-being of its neighbours? Adding a cycle line is only going to make things worst. Plans to suppress the left turn into Harewood avenue from Marylebone Road are also ill-conceived as they are only very limited left turns allowed. I know less the rest of the proposed route but by experience it is very congested and matters will only get worst by adding a cycle line. A substantial number of cyclists exhibit behaviours dangerous for themselves and other road users: slaloming between cars, overtaking by left, right, both, resting their arms on cars at traffic lights. They ignore pedestrian crossings and traffic lights: they do not make efforts to avoid pedestrians They benefit from the lack of number plates and impossibility to identify them. Before encouraging cycling, cyclists' behaviour and traceability should be improved.

In general I support the encouragement of cycling and making it more attractive for people to cycle who are put off by traffic. It is not exactly easy to follow the plans. Picture of the road adjustments (or examples) would aid the understanding of the written proposals. I have concerns that the authorities ignore some basics (like enforcing the highway code) and tend to want to solve problems with amendments to roads and pavements, some of which just cause other problems. For example: Building up kerbs - where these restrict the space for cyclists these can be off-putting. Congestion of cyclists at peak times can be nearly as intimidating as cars. Some cyclists can be very aggressive to car drivers and other cyclists, so I like to be able to get away from both - kerbs restrict options for everyone. They are also a backwards move for people with mobility problems. As a society, we had made good progress with removing kerbs to help people in wheelchairs and who are not steady on their feet. Putting cycle lanes across pavements - These are a bad idea and I am opposed to them. Too many cyclist think that they have the right to push through these with no consideration for pedestrians. (I am thinking of the one at the end of The Strand between Covent Garden and Waterloo Bridge.) This is very dangerous. Most cyclists assume that everyone has good vision and just plough ahead - almost with the intention of frightening or injuring pedestrians who make the mistake of thinking pavements are for pedestrians. How is a blind person supposed to know that a pavement isn't safe to walk on and cyclist can cross at any time? These crossings should all be removed and no new ones should be created. The general standard of driving in London is appalling. Most days it seems like most people have not passed a driving test (worth taking). The standards should be raised as a matter of urgency, but fining people for not following the highway code. All non-EU citizens should have to pass a UK driving test to drive in the UK to drive a car or any moped/motorbike (non-hire car or a hire car for more than 4 weeks or something similar). It is high time that the authorities cracked down on dangerous driving. This will improve the roads for cyclist, drivers and pedestrians. Zebra crossings are ignored, moped drivers (on the whole) break every rule in the highway code. Cars pull into boxes for cyclists. It is a free-for-all and is a disgrace. Why is this not being tackled? It should be self-funding as the fines will pay for the enforcement staff. It is not rationale that the authorities put so many resources into parking fines, when these offences rarely lead to injury and death, but the aggressive driving and other highway code breaches that lead to people's lives being ruined in dreadful accidents and cause terrible traffic jams are largely ignored. Please, please, please, can the authorities focus on these? Speeding and parking are minor compared to the ridiculous manoeuvres idiots make all the time.

It's political this proposed plan and there is no balance struck for the needs of cars, business needing to do deliveries, people using taxis and buses trying to access Marylebone station, this is just the current love affair with cyclists and their lobby groups, maybe just maybe there are more people who prefer not to cycle than cycle.

I've seen first hand the amount of congestion caused by these cycle quiet ways. there simply isn't enough space to accommodate them.

Junctions, such as the "T" junction Broadly Terrace / Harewood Ave is tricky for cyclists pulling out from Broadley Tce because cars park (legally) on the single yellow lines in the gap between the end of the Resident's Parking Bay and the actual corner OBSCURING VISIBILITY of on-coming traffic. No Waiting / Double yellow lines would REALLY assist.

LYONS PLACE - This is currently an accident hazard spot where 4 cars have been hit on the corner of Orchardson street and Lyons Place in a month. The road is too narrow and too many cars. Also Orchardson street is only one car either way up to Penfold street. My wife cycles everyday to Notting Hill and the most dangerous part of the route is Lyons Place near Orchardson Street. Also, we are due for 3 years of building work in Lyons Place where the road will be narrowed and have all the site lorries. Councillor Robert Davies has had no regard for residents here, totally ignored traffic flows and swept path analysis already. This is absolutely ludicrous to involve Lyons Place. The council need to make safe what is already there before they put cyclists down Lyons Place.

More ambition is needed for these routes; the roads need to be quieter - remove parking and restrict vehicle access, ban more turns etc.

More modal filters must be used along the route to reduce vehicular movement levels along the route. Once again another disappointing cycle scheme from Westminster.

My concerns are that cyclists, more often than not in rush hour, go through red lights and that cars block intersections unless there are yellow boxes and CCTV cameras known to be followed up with fines. As a disabled person, no thought seems to be given for long enough light times to allow me to cross

None of the interventions are significant enough to make the roads chosen places where all can or will cycle. Westminster just splashing about some paint does not make a cycle route. Roads need to be filtered and/or protected lanes provided. Junctions need much better designs. Councillors should take to bikes and rides these routes during the rush hour with their children or parents. Then they will understand how they are failing to make any positive change.

One way Harewood Avenue proposal (from Marylebone Road to the Station) will lead to even higher concentration of cars in particular taxis going north to south in Harewood Avenue (coming from Rossmore Road)

Please can there be speed warning signs on cycleways. I have almost given up cycling in central London, not because of cars but because of fast, aggressive cycling, very dangerous in cycle lanes.

Please ensure that the junction at Harewood road and Marylebone Road is not further reduced in traffic flow by the introduction of cycle facilities - at the moment this junction backs up badly in the morning, partly because of deliveries to the Landmark Hotel but also because of poor visibility and priorities at the junction with Harewood Row and Melcombe Place - some thought might need to be given to sorting out the problems back here if adjusting the flow at the main junction. Also be careful not to lose the ability to turn right here - the other nearby junctions with Marylebone Road do not allow the right turn and force vehicles into the congestion zone.

Please make sure there is provision for cyclists at junctions, not just between junctions (e.g. turning lanes, green cycle go lights like pedestrian lights, preferential stopping at the head of junctions etc. Physical barriers between traffic and cyclists would be optimal, but painted lanes on the road are OK too. Cameras to catch cars flouting the cycle lanes would be highly appreciated

Quietest must have restricted access to motor vehicles to be effective

Re Northwick Terrace, Aberdeen Place and Lyons Place: Lyons Place is now a congested cut through, esp. vehicles coming (rushing) South to North at the junction with Aberdeen Place. So care ++ needed for cyclists Numerous cars are often waiting on the road (incl double yellows) for the handcar wash next to the Ambulance Station. And ambulances are often parked, understandably, on the street. I have concerns that Lyons Place itself will not be safe for cyclists given the above congestion

See above. Contra flow bike lanes must be physically segregated and steps must be taken to manage conflicts with pedestrians crossing the road, e.g. "look both ways" signs.

St Mary's Bryanston Square Primary School

As a small Primary school on the proposed Route we are happy to be submitting our responses to the consultation: The following groups of children looked at the proposals and took part in this process:

School Council, Green Team and a number of lunchtime monitors. The first two groups are elected class representatives- aged 7-11 and the Volunteer Monitors help the Learning Mentor with the school lunchtime reading scheme. We looked at:

1. The current road users and traffic behaviour- how many vehicles/cyclists/pedestrians over several short survey times
2. Deliveries and parked vehicles
3. How many cars were waiting at the traffic lights at any one time waiting to join the Marylebone Rd, and their speed of approach to those traffic lights
4. What the children thought and felt about having an additional cycle route going in the opposite direction
5. How their crossing at the junction of Enford St and York St would be affected
6. How the introduction of the cycle route over the St Mary's Church paved courtyard would affect the children
7. The School Council also invited the Westminster Rad Safety Officer, Carla Lowe to visit the school and sought her advice on current road safety matters as well as what considerations the school would need to address should such a development proceed.

Background Information:

St Mary's is a small, single form, Church of England Primary School on Enford St, with a roll of 220 children aged between 3-11. It is very much a school for the community of the families who attend- a hub for clubs and activities both at lunchtime and after school. We are a 'Green Flag' Environmental School and involve the children widely in the growing of the plants in our small gardens and greenhouse. The children and families take great pride in being part of the school and as a school we aim to be a resource that is considered very much a part of our local community of residents and small businesses in and around Enford St.

'Walk to School Week' The school is an avid supporter of encouraging more children to be walking to school and we have seen a growing increase in numbers of children walking to school year by year. We are very lucky to have the vast majority of the children and families leaving their car at home and walking or scooting to school. The children's safety is our highest concern, and it is with this in mind that we are interested in contributing to the consultation process.

The majority of children in our school live north of the Marylebone Road, and so not only do they need to cross this very busy road twice daily, many of them also need to cross Enford Street itself to get to school. Having the additional challenge of cyclists travelling two ways on Enford St, on top of its already busy and unpredictable traffic behaviour will make this proposal more unsafe for them, the children said.

Collecting the Data: The children from School Council, Green Team and the Monitors for the Lunchtime Reading Scheme took part in counting vehicle/pedestrian /cycle traffic flow on several occasions on different days and at different times of the day in December 2015. See the collated data attached.

Data summary

- The children's results shows that far from being a 'quiet way', Enford Street is a very busy, active road with users of all kinds, and it is a vital road in the area because it's possible to join the Marylebone Rd in both directions, with traffic lights.
- A good number of the cars sped up on entering Enford St as they saw the lights turn to green, and there are several reports by the children of feeling unsafe from the sheer acceleration
- Not only are the overall numbers of cars/vans/ large lorries alarming for such a small road which is only slightly wider than one car- the numbers of deliveries to houses on Enford St , businesses and our school meant that for a large amount of time, the road itself, as only one way at present, was all but impassable by cars- many had to rise up on the pavement to get past.
- To imagine that there will be cycles travelling BOTH ways from straight outside the school seemed very confusing to the children, saying how would they even see the cyclists when there are so many cars lining up for the traffic lights at times.
- Without exception all of the 28 children who observed the traffic profile of Enford St said it would be very dangerous for them to try and cross the road from the school.
- The vast majority of the children who arrive at school from the Marylebone Road approach, need to actually cross Enford St itself. It is they who would need to be alert to the additional dangers of cyclists- fast cyclists at that, they observed at times, and in some cases on the pavement. The cyclists are very hard to hear, doubling the children's risk of crossing, silently. Some of the cyclists observed in our timed surveys were travelling faster than the children felt comfortable with already.

Comments by the children: The children said,

1. 'I would love to be able to cycle on quieter roads, and quieter roads are where I would cycle if it was safer to cycle to school.'
2. 'It would be hard to see the cyclists if the traffic is as busy as it is now- we'd not see the cyclists because the cars would block our vision'
3. 'There isn't room for even one cyclist and the cars at the moment- some of the cyclists already ride on the pavement'
4. 'There will be even more crashes on the school road- I was nearly run over and my friend who had a sister in a pushchair was nearly hit by a car going too fast.'
5. ' It's not safe with cars going one way, then having bikes going both ways; my mum would never let me travel to school on my own, even in year 6 when I want to'
6. Words used by the children when they heard of the proposals and asked how they would feel: ' worried', 'crashes will happen', 'cyclists may crash into cars', 'which way will I look now?', 'unsafe', 'angry', 'sad', 'I wouldn't like it', 'there's no room', 'less pollution but unsafe'

Deliveries:

From the numbers recorded, for every van/car/taxi stopped on Enford Street even for 5 mins apiece- how would cyclists fit around these large obstacles with speeding vehicles as well as other cyclists heading towards them, leaving the cyclists caught in a precarious position.

Other Quiet options

There are other quieter roads nearby that have no school, hardly any traffic, and no traffic lights at the end.

St Mary's Bryanston Square Primary School response (continued)

Junction of Enford St and York St

This is always a very busy junction with cars, motorbikes and lorries turning quickly into Enford St, especially at school start time and home time. It is a tight and narrow corner. While the school council observed the junction two v large trucks mounted the pavement to be able to manage the turn, extremely close to where we were all standing. The children felt v unsafe, even standing as far back as was possible.

St Mary's Church Pedestrianised Courtyard

Out of the 10 children in School Council- 7 say they go to the Courtyard of St Mary's Church to play after school. A number of children play in the courtyard area of the church after school, and meet friends from neighbouring schools there for safe and wide play space after school- chasing games, skipping and hide and seek games are played by a good number of children every weekday after school. It is far too far to go to a green park after school for the families- the nearest real green space is easily a 15 minute walk for the families and the church play area is a popular spot for the families to be safe in active play. The cycle route looks to draw a straight line across this pedestrian area which would put the children at risk and would prevent their safe play.

Childrens' remarks: 'could the cyclists not go around the outside of the play space, not through the middle?' 'Can they go along a coloured or marked path close to the houses?' 'Could there be a gate around the area the cyclist travel along so we can still run around?' 'If the cycle path went through the middle of the space path, my mum wouldn't let me play here anymore, and I really love to play here with my friends after school'

Summary Overall, while the children liked the general idea of quieter roads for cyclists, they felt that Enford Street itself was already too busy and too narrow for the two way cycle path alongside the one way traffic. The children felt it would be too unsafe, too fast, too much traffic on Enford St for it to be the street of choice for a quiet way in this area, especially since there are other really quiet roads nearby. The Church Courtyard is also a special play space for many of the children after school.

St Mary's Bryanston Square Parish Church stands on Wyndham Place and our concern is that cyclists will use the paved over area in front of the church as a short cut from Crawford Street to Enford Street. This will be extremely dangerous as during most of the year and, in particular, the summer months, the area is filled not only with children playing but also adults who enjoy spending time there. Given the speed some cyclists tend to travel this will be an accident waiting to happen.

TFL tell me this consultation is not linked to the Baker St Two Way proposals. Why not? Why are you spending money on this consultation when the plans could be hugely affected if the Baker St proposal goes ahead? You are wasting money on drawing up these plans and holding consultations before the Baker St plans are decided.

Thank you for inviting us to comment on Westminster City Council's proposals for the St John's Wood to Marylebone Quietway. I am writing on behalf of Westminster Cycling Campaign, the local group of the London Cycling Campaign. We see the Quietways as essential to 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. We hope that those who perceive cycling as dominated by Lycra-clad young white men will recognise Quietways as part of the solution. We are disappointed that the Council has not engaged better with local residents and councillors to develop improvements beyond just a cycle route, for example reducing through motor traffic to reclaim streets as places for people to enjoy. Between Greville Road and St John's Wood Road: - We support the proposals for cycling provision consisting of wayfinding symbols from Greville Road to Carlton Hill. We recommend that Greville Road be resurfaced, because its current bone shaking surface is uncomfortable and a distraction from safe cycling. - Cyclists have reported that the speed and volume of motor traffic can be a deterrent at certain times. We are not convinced that the proposals will alleviate this problem. - We oppose the proposals for cycling provision consisting mainly of wayfinding symbols on Hamilton Terrace. We would not expect the potential new cyclists targeted by the Quietways to take the lane that is 5m wide, nor would motorists expect slower cyclists such as a family group to do so. We need to design for realistic, not wishful, behaviour and address the risk of cyclists positioning themselves in the dooring zone of parked cars and the risk of close passes. Our strong preference is for proposals that would remove one of the three rows of car parking, creating space for two wide cycle lanes that will attract new people to cycling. A compromise proposal would mark a 0.5m buffer plus a 1.5-1.8m advisory cycle lane, in order to show cyclists and motor vehicles how to position themselves to share a 5m lane (we note that few large vehicles use Hamilton Terrace). Removing car parking, or at least adding more road markings, seems a small price for keeping people safe. We urge the Council to improve its proposals and we are open to discussion of alternatives. - We support the proposals for kerb buildouts at the Hamilton Terrace / Marlborough Place, which will improve visibility for all vehicles exiting Marlborough Place as well as allowing southbound cyclists on Hamilton Terrace to maintain a consistent line through the junction. - We support the proposals for Advanced Stop Lines at the Hamilton Terrace / Abercorn Place junction. - We do not believe that proposals to widen the ASL feeder cycle lanes at the Hamilton Terrace / Hall Road junction will deliver any real benefits: during weekday hours when cyclists commute, or weekends when many cyclists make leisure trips, these cycle lanes are blocked by parked cars. If these proposals are to be effective, these ASL feeder cycle lanes should be mandatory lanes protected by double yellow lines (with an advisory section at the one existing vehicle crossover). - We are disappointed to see that cyclists will still conflict with left-turning traffic and oncoming right-turning traffic at the junctions along this part of the route. - Overall we do not believe that the proposals will result in any significant improvement in the cycling level of service, which we calculate at a disappointingly low level of 35%. Between St John's Wood Road and Marylebone Road: - We support the alignment chosen between Lyons Place and Harewood Avenue. We note that other, possibly shorter, alignments are possible. However the proposed alignment has the strengths of being two-way, having relatively few turns and bringing cyclists onto Harewood Avenue at a point where few traffic movements take place, compared with junctions further south. - We support the proposals for cycling provision consisting of wayfinding symbols from Northwick Terrace to Broadley Terrace.

Westminster Cycling Campaign (continued)

We do not believe that proposals to relocate parking to reduce conflict / congestion at the Lyons Place / Orchardson Street junction will be effective unless the junction mouth is protected by double, rather than single, yellow lines. - At peak times, traffic volumes and speeds are higher than we would expect on what are essentially local streets. (We recorded 384 motor vehicles per hour in Penfold Street in the morning peak.) This suggests that this section of the route is used by rat-running motor vehicles avoiding congestion on Edgware Road. We therefore believe that the Council should seize the opportunity to restrain through motor traffic. This would obviously improve the local quality of life as well as conditions for cycling. Without this improvement, the cycling level of service will remain at a disappointingly low level (around 41%, according to our calculations). - We support the proposals for two-way cycling on Broadley Street, but they leave a barrier preventing cyclists from the direction of City of Westminster College Paddington Green and the West End Green development site from exiting the busy Edgware Road onto the Quietway. We recommend strongly that the remaining section of Broadley Street from Edgware Road also be made two-way for cycling, in order to get better value from the Quietway proposals, and we note that a passing place already exists on this section. - We ask whether the islands at the Lisson Grove / Broadley Street junction could be made larger to provide greater refuge for cyclists and pedestrians crossing Lisson Grove in two stages. - We strongly support the proposals for cycling provision consisting of wayfinding symbols from Lilestone Street to the Regent's Canal. These are a perfect example of a Quietway proposal, highlighting a useful route along quiet roads that, lacking a cycling equivalent of The Knowledge, new cyclists would not otherwise find. - We strongly support the proposals for Harewood Avenue, which consist of wayfinding symbols in the north but increase to segregated cycle lanes in recognition of the higher traffic volumes south of Marylebone Station. Between Marylebone Road and Great Cumberland Place: - We support the proposals for two-way cycling on Enford Street, which create a simpler layout that is more likely to attract new people to cycling than a layout split between two one-way streets. - We oppose the alignment chosen between Enford Street and Great Cumberland Place, which is 200m less direct than an alignment passing the west side of St Mary's Church in Wyndham Place (avoiding the school on the east side). - We are aware of local opposition to allowing cycling past St Mary's Church. In our opinion the Council should not accede to the unfounded opinions of a minority, at the expense of the majority. We ask that the Council remain neutral and gather evidence to prove or disprove the arguments of objectors, by undertaking a 6- or 12-month trial of cycling past the west side of St Mary's Church monitored by video cameras. Westminster Cycling Campaign would be keen to run Dr Bike and other events here during the trial, engaging with local people and those using it as a through route. We think the trial would dispel fears about inconsiderate cycling and fears about how infrastructure-heavy a Quietway route would be. - We support the proposals for cycling provision consisting of wayfinding symbols from Wyndham Place to Bryanston Square, and the proposals for kerb buildouts at the Bryanston Square / Bryanston Place junction. - Bryanston Square is an attractive route for a Quietway and avoids the traffic signals and traffic that would otherwise be encountered on Seymour Place. However, there are a number of distributor-type roads that can be difficult to cross, especially for less experienced cyclists. This is particularly true of the crossing of Crawford Street as well as the right turns into major roads at each end of Bryanston Square. We therefore suggest further measures to make these movements easier, such as additional pedestrian crossings and refuges. These would obviously benefit pedestrians as well as cyclists. We have submitted this response via email and via the online survey. We would welcome a reply to our response.

The changes proposed are completely meaningless and will do nothing to encourage new cycling. Painting white lines and symbols on a road will do nothing to protect cyclists. Cyclists already know their way around. Putting up signs is pointless. Cyclists need segregated lanes.

The Cycle Grid needs to be made mandatory otherwise it will just be a huge waste of money

The London Cycling Campaign is the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. We welcome the opportunity to comment on these plans and our response has been developed in partnership with the chairs of our Infrastructure Review Group and feedback from the Westminster Cycling Campaign. We welcome the theory of Quietways targeting less confident cyclists who want to use low-traffic routes, while also providing for existing cyclists who want to travel at a more gentle pace. We also welcome the Mayor's vision for Quietways that are direct, designed as whole routes, segregated from motor traffic where they briefly join busy roads and make use of filtered permeability that restricts through motor traffic etc. Sadly, our assessment based on the first routes to reach public consultation is that Quietways thus far fail to fulfil these ambitions to the degree needed to genuinely boost cycling numbers. This is the case with this Quietway. Most importantly, several sections of residential street through this Quietway would benefit from area-wide "cell" modal filtering plans. Greville Road, Hamilton Terrace perhaps also Carlton Hill could all be far more effectively quietened by removing through vehicle traffic. As could the area around Northwick Terrace, Lyons Place, Orchardson Street and Penfold Street, and arguably around Broadley Street and Wyndham Place and Enford Street too. For cell filtering schemes to be successful, this requires the council to work effectively with local residents' associations, and mould the scheme to fit the area and residents needs and this requires less of a narrow route-based approach. But the benefits are felt far more widely than just for cyclists with air pollution, community, walking and other wins too. Failing that, more could and should be done to quieten these streets and make turns on them as easy and feel as pleasant for less confident cyclists as possible. That means ensuring vehicles are not able to pass cyclists at speed, nor put into conflict with them. And even minor junctions should be treated not just with raised tables, but other measures to reduce conflict and speed. For instance, regular sinusoidal speed humps on many of these roads would be a useful way of limiting speed also. At the very least, roads like Hamilton Terrace should be redesigned to provide appropriate lane widths, ideally reducing parking and using it, or other already available lane width to create protected space for cycling. While with Broadley Street, more needs to be done to reduce speed and likely conflict between oncoming vehicles and cyclists, particularly in the stretch with two-way cycling, one-way motor vehicle provision. The junctions of Abercorn Place and Hall Road and Hamilton Terrace should be redesigned to provide better protection for cyclists at what are fairly busy junctions for a Quietway. The London Cycling Campaign believes there is enough space at both, without losing much parking, to provide separation for cycling ideally with cyclists getting their own signal time. These could be good locations to trial "all green" or "scramble" pedestrian and cyclist mixed phases, for instance. Also note that the island at the crossing of Lisson Grove offers far from ideal protection for cyclists particularly those on longer-than-usual cycles such as some cargo bikes, bikes for carrying children and for those with mobility impairments. For this to be of worth it would need to be wider, with narrower vehicle lanes on Lisson Grove or other methods of calming this crossing should be considered.

London Cycling Campaign (continued)

Pedestrian islands on Harewood Avenue, meanwhile, create "pinch points" that are a particular issue at this location. Crossings on raised tables would be preferable to also control vehicle speeds and this street features too high traffic flows for a Quietway not just at its southern end, but from the turning into it. It is also not acceptable to deflect cyclists from the route dramatically along fairly busy sections of York Street and Crawford Street when Wyndham Place could easily be used as a shared space solution. Nor are the crossings at York Street, Montagu Place or George Street of high quality enough to enable less confident cyclists to use this route at present. As a result of the above points, the London Cycling Campaign cannot support the proposals as an appropriate Quietway because we believe that this route, as currently envisioned, will not lead to many more less confident cyclists using it and only marginal safety gains for existing cyclists.

The more Quietways and cycle routes the better, to allow more people on the roads with cycles, to be safer should be the goal

The most dangerous points for cyclists are at junctions. Please install junction navigation systems for cyclists at each interchange with a main road on the proposed routes.

The proposed routes north and south of Regents Park need to link to either end of the Boardwalk that runs through the Park, since that is the only place in the park where cycling is permitted. I know Regents Park is not within Westminster's jurisdiction, but the Westminster streets at either end of the Boardwalk are and should be turned into linking cycle routes.

The road selected are excellent choice are of little traffic and quite ample. There is some issues with some interceptions. It is important to avoid mixing routes of cycling with buses routes.

There is no mention of what will happen to 2/205 busses heading to Marylebone station from Marylebone Road (Westbound) if they are no longer able to turn onto Harewood Avenue from Marylebone Road. Where will they be re-routed?

This scheme is a small improvement for existing cyclists, particularly contraflow sections and junction improvements. But I do not believe it goes far enough to enable or encourage many non-cyclists to travel by bike. It does little to reduce the number of bad interactions with cars, such as close passes and left hooks, that are off-putting to both new and existing bike users.

To encourage people to cycle in Central London is wholly irresponsible: many of the roads are too narrow as it is - in Carlton Hill with parking both sides of the road it is often impossible for cars to pass one another without one having to pull into a space to let the other pass and it is foolhardy to say the least to encourage more cyclists to use the roads quite apart from being hazardous for the cyclists.

Too many of the plans provide nothing useful to improve conditions for cycling. Cycle markings and way finding are a waste of money unless traffic is adequately reduced or removed from the routes in question.

Traffic through Marylebone Station and the junction with Harewood Avenue is a complete mess at the moment. Until it is clear what is happening about the road consultation it is difficult to know whether the cycleway proposals for Harewood Avenue are sensible or not.

Why don't you start with making cyclists wear helmets, and have lights on their bikes - this should be law, and heavy fines, if they don't. Some are much worse than drivers - many think they are a law unto themselves!

Yes, too many inconsiderate cyclists on the road. No road sense, do not contribute to road tax, very selfish in their use of the road and should be made to undertake a cycling proficiency test as the some cyclists appear to have no road sense at all.

you are creating more and more congestion by implementing more and more road closures and changes, we are having more and more cars using the roads and less and less road, conclusion more congestion and pollution, a balance is needed urgently, common sense

You should re-issue this consultation with proper designs and examples of what you want to do to our streets. Using your bureaucratic lingo gingo does nothing to advance the debate.

