

Central London Cycle Grid

Cycle Route Camden Town to Little Venice (“Grand Union Quietway”)

Public Consultation Report (Stage 1 Feasibility)

This report summarises public consultation undertaken during design development (Stage 1 Feasibility) of a proposed cycle route from Camden Town to Little Venice (“Grand Union Quietway”), developed as part of the Central London Cycle Grid.

Background

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

A proposed Quietway cycle route from Camden Town to Little Venice seeks to improve the provision for cycling along quieter streets, particularly for people wishing to avoid some of the busier main roads in the area. The section of this route consulted on within the City of Westminster is approximately 800 metres in length. The streets affected by these proposals are Endell Street and Long Acre, Bow Street, Wellington Street, Lancaster Place and Waterloo Bridge.

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

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

Pre-public consultation

The pre-consultation phase included the following aspects:

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

Public consultation overview

Public consultation started on 26th June 2015 and lasted for 4 weeks, ending on 24th July 2015.

The section of the proposed Central London Cycle Grid that was consulted is approximately 2 km in length and is due for completion in 2016, subject to the outcome of consultation and

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

Approach to consultation

Several different approaches were used during public consultation to raise awareness of the Central London Cycle Grid and this Quietway cycling route, in order 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 4,600 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 150 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. **108 people accessed the online questionnaire - of these 85 completed the questionnaire.** Only the answers of the 85 respondents who completed the questionnaire were retained for analysis. The questionnaire is shown in Appendix E. To help gauge opinion accurately, the route was divided into 2 sections:
 - The southern side of the Regent's Canal, Frampton Street, Fisherton Street, Lyons Place and Aberdeen Place (Section 1)
 - Edgware Road to Westbourne Terrace Road via Blomfield Road (Section 2)
- **A public exhibition was held on 4th July 2015 at Westminster Adult Education Service in Lisson Grove.** This provided an opportunity for members of the public to view proposals, and to discuss them with the design team. A questionnaire was provided (consistent with the online form) to capture views. **Attendance was low - around 15 people attended this event.**
- Responses were encouraged through the online questionnaire. In addition, an email address and a telephone number were provided to allow respondents to share their views with the design team. **One telephone call and 8 email conversations were received.** (Appendix F)
- Westminster City Council's Policy, Performance and Communications team issued press releases and used social media to encourage awareness of the consultation.

Findings

- Respondents indicated that they principally found out about the proposals by:
 - Social Media (22)
 - Viewing them online (23)
 - Letter from Westminster City Council (21)These 3 responses accounted for 65% of the 102 answers.
- **Overall, the respondents support the proposals. Along the length of the route, approximately 55% of respondents state that they "strongly support" or "tend to support" the proposals.** Along the route:
 - 58% state that they "strongly support" or "tend to support" the proposals for the southern side of the Regent's Canal, Frampton Street, Fisherton Street, Lyons Place and Aberdeen Place (section 1)
 - 53% state that they "strongly support" or "tend to support" the proposals for Edgware Road to Westbourne Terrace Road via Blomfield Road (Section 2)Data analysis is shown in Appendix G.
- There is support for the proposals amongst Westminster residents who responded online (38 people). The percentage of respondents stating that they "strongly support" or "tend to support" the proposals is 76%.
- Among people who visit or work in Westminster (43 people), there is no clear support for the proposals. 26% state that they "strongly support" or "tend to support" the proposals, while 42% state that they "strongly oppose" or "tend to oppose" the proposals.
- Among respondents who cycle every day or a few times a week (60 respondents), there tends to be support for the proposals. 57% state that they "strongly support" or "tend to support" the proposals.

- Among respondents who cycle once a week or less (25 respondents), there tends to be support for the proposals. 52% state that they “strongly support” or “tend to support” the proposals.
- The vast majority of respondents stated that they “agree” or “strongly agree” that their enjoyment of Central London and of the City of Westminster is affected by air quality (87%), overcrowded public transport systems (83%), traffic congestion (89%) and road traffic collisions (82%). The vast majority of respondents also stated that they “Agree” or “Strongly Agree” that more people cycling for everyday journeys can help to solve these issues.
- The majority (54%) of respondents stated that in the area being consulted on, cycling conditions are currently “fairly poor” or “very poor”. 73% of respondents said they “strongly agree” or “tend to agree” that they would be more likely to cycle in central London if there was a network of easy to follow, quiet cycle routes.

Key Themes

A small number of key themes were raised during consultation.

- Provision of dedicated space for cycling (e.g. protected space at junctions, segregation on links and relocation of bus stops) was a commonly cited theme mentioned in the free-form response box questionnaire.
- Pedestrian and cyclist interactions along the canalside path and towpath.

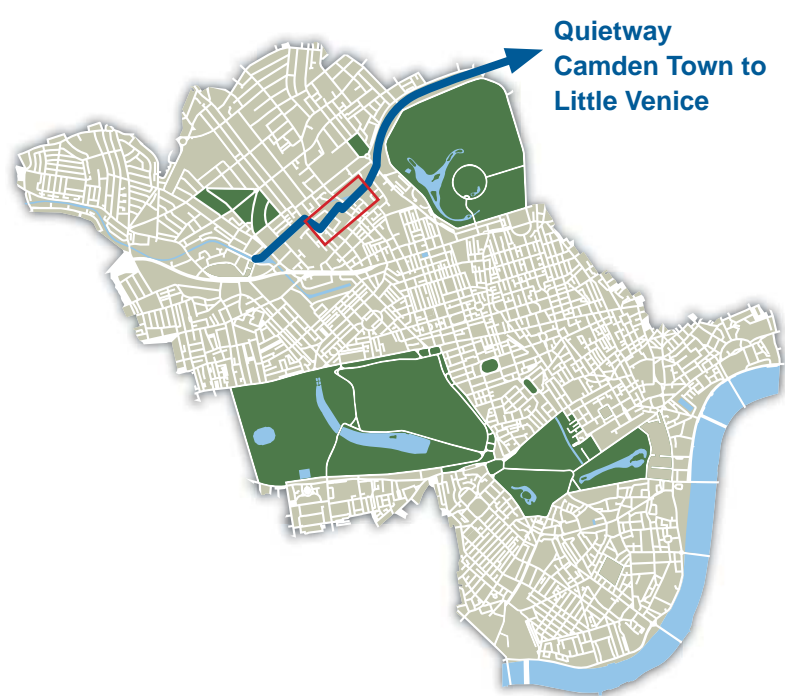
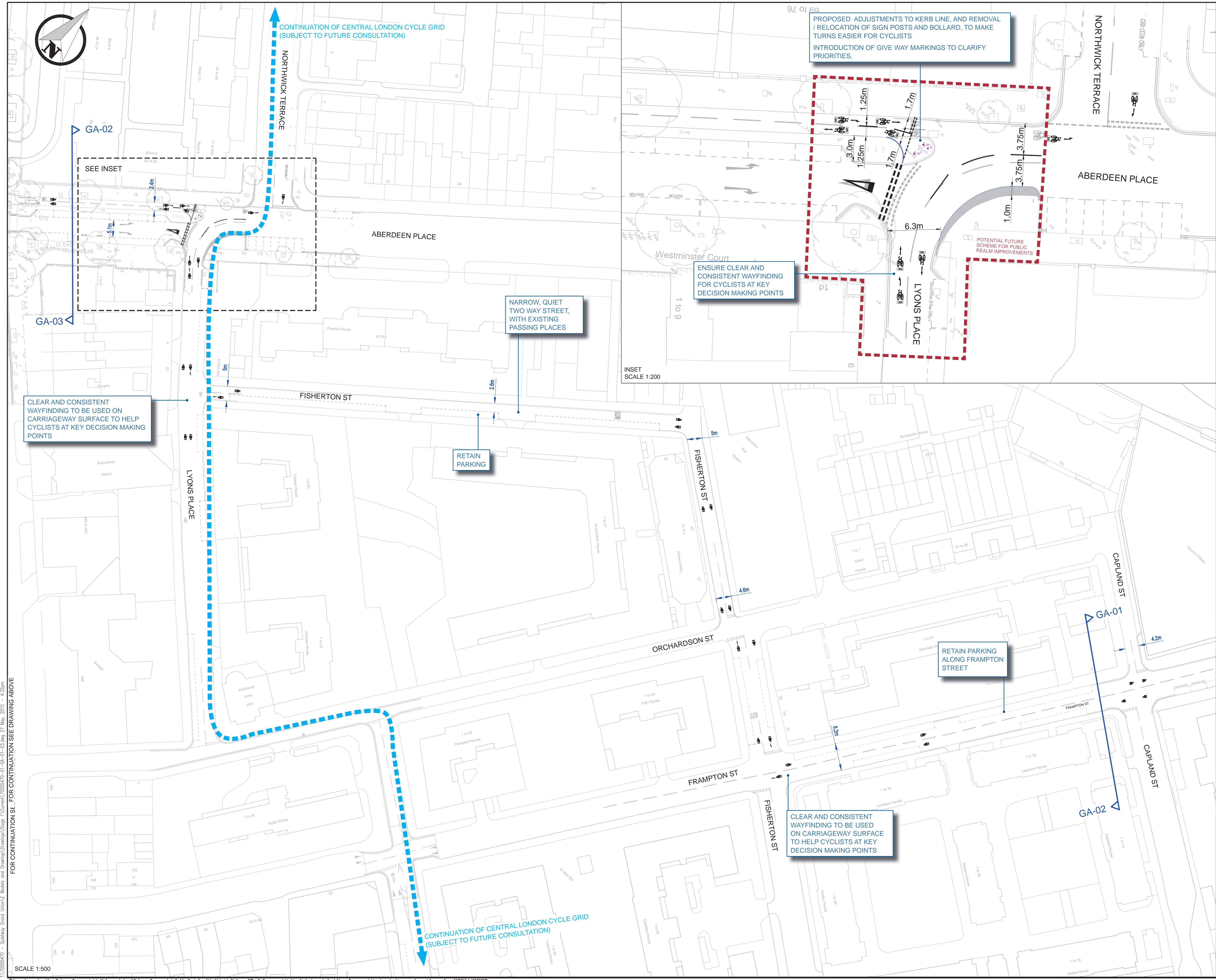
Recommendations

The overall response to the proposals was positive with approximately 55% of respondents who expressed their view supporting or partially supporting their 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:

- Undertake further feasibility design and investigation to develop a suitable route for two-way cycling from Edgware Road to Little Venice and Delamere Terrace.
- Consider introducing double yellow lines at the eastern end of the Aberdeen Place cycle track to prevent vehicles from causing an obstruction.

Appendix A – Proposals presented during public consultation



- LEGEND
- Parking bays to be relocated
 - Proposed / relocated parking bay
 - Proposed removal of parking bay
 - Proposed road markings
 - Proposed kerb
 - Proposed footway build out
 - Proposed cycle logo (with wayfinding marker to be confirmed)
 - Area of scheme subject to third party
 - Proposed adjoining cycle route

DESIGN DEVELOPMENT IS ONGOING AND SUBJECT TO CHANGE FOLLOWING CONSULTATION

C	27.05.2015	KOL	FOR PUBLIC CONSULTATION	RH	NW
B	28.04.2015	JLN	FOR SPONSOR REVIEW	RH	NW
A	03.12.2014	JLN	FOR DISCUSSION	RH	NW
REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS

FEASIBILITY

CONWAY
great people : great work

WSP | **PARSONS BRINCKERHOFF**

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

CLIENT

City of Westminster

PROJECT

CENTRAL LONDON CYCLE GRID
QUIETWAY ROUTE CAMDEN TOWN TO LITTLE VENICE

TITLE

LISSON GROVE TO LOMFIELD ROAD
WITHIN CITY OF WESTMINSTER
SHEET 2 OF 3

SCALE @ A1

AS SHOWN

DATE

21.10.2014

DESIGNED BY

AJC/JLN

CHECKED

RH

APPROVED

NW

SHT

A1

JOB No.

70005470

BRIEFING No.

BR 15880

DRAWING No.

70005470-01-GA-02

REV.

C

FOR CONTINUATION SEE DRAWING ABOVE

Appendix B – Letter

Contact: cyclegrid@westminster.gov.uk
Phone: 020 7641 1109
Ref: Central London Cycle Grid 00858
Date: 23 June 2015

Dear Sir / Madam

Consultation on the Central London Cycle Grid (Quietway route from Camden Town to Little Venice)

Westminster City Council, in partnership with Transport for London and other local authorities, is supporting the delivery of the proposed Central London Cycle Grid. 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, including delivering a set of connected routes for people to cycle across central London, comprising a network of Quietways and Cycle Superhighway routes.

This project aims to improve provision for cycling on streets along a proposed Quietway route between Camden Town and Little Venice. It will benefit all people who want to cycle, particularly those wishing to avoid some of the busier, highly trafficked main roads in the area. Facilities for pedestrians will also be improved as part of the scheme.

The section of this route being consulted on within the City of Westminster is approximately 2km in length. The streets affected by these proposals are Lisson Grove, Frampton Street, Fisherton Street, Lyons Place, Aberdeen Place and Blomfield Road. There are aspirations to extend this Quietway along the Grand Union Canal towpath via Delamere Terrace.

Proposed intervention measures

The Regent's Canal towpath is an established cycling and walking route managed by the Canal & River Trust. As part of the proposed Central London Cycle Grid, the Canal & River Trust is responsible for making minor improvements along the towpath and as such it is not included in this consultation.

At the junction of **Frampton Street and Lisson Grove**, we are proposing to replace the existing cycle track arrangement with a more suitable facility shared with cyclists and pedestrians. It is

proposed to repave this section of footway and remove guardrailing. This new arrangement will help improve access to the Regent's Canal for all users. In addition, we are proposing to resurface the carriageway.

Road markings showing cycle logos will be introduced on the carriageway along **Lyons Place and Fisherton Street**.

In **Aberdeen Place**, we are proposing to adjust the kerb line to make turning easier for cycling. The junction of Aberdeen Place and Lyons Place is subject to a future scheme for public realm improvements. This junction will be consulted on separately later this year.

Along **Blomfield Road** between Maida Vale and Warwick Avenue, we are proposing to resurface the carriageway where it is in need of maintenance. It is also proposed to replace the damaged speed cushions along Blomfield Road with cycle friendly sinusoidal speed humps.

The alignment of this Quietway cycle route between Warwick Avenue and Westbourne Terrace Road is subject to further investigation and future consultation.

Tell us what you think

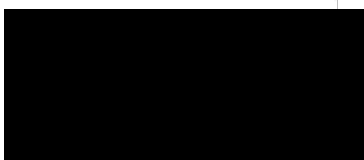
We would be grateful if you would visit our online consultation

at <https://www.westminster.gov.uk/cycling> to view the proposal plans and to share your views of these proposals with us.

If you would prefer to view paper copies of proposals, please request these using the contact details on the top of this letter. A public exhibition will be held at the Westminster Adult Education Service, 219 Lisson Grove, NW8 8LW between 10am and 2pm on Saturday 4th July, where you will be able to ask questions and view plans. Please visit our website to see more details on this public exhibition.

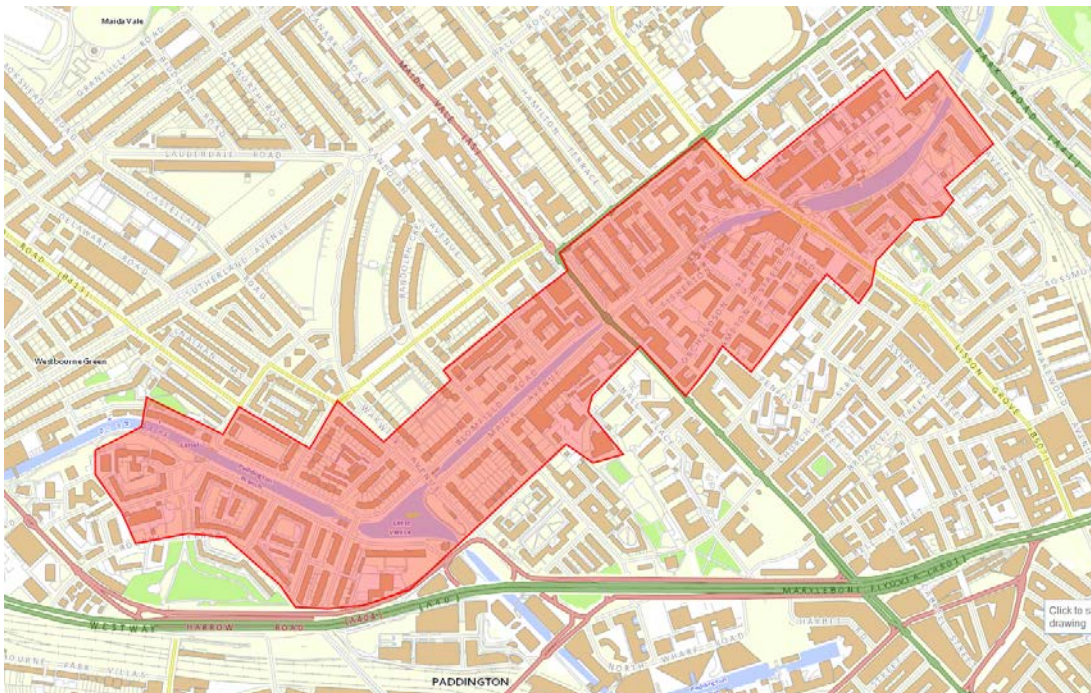
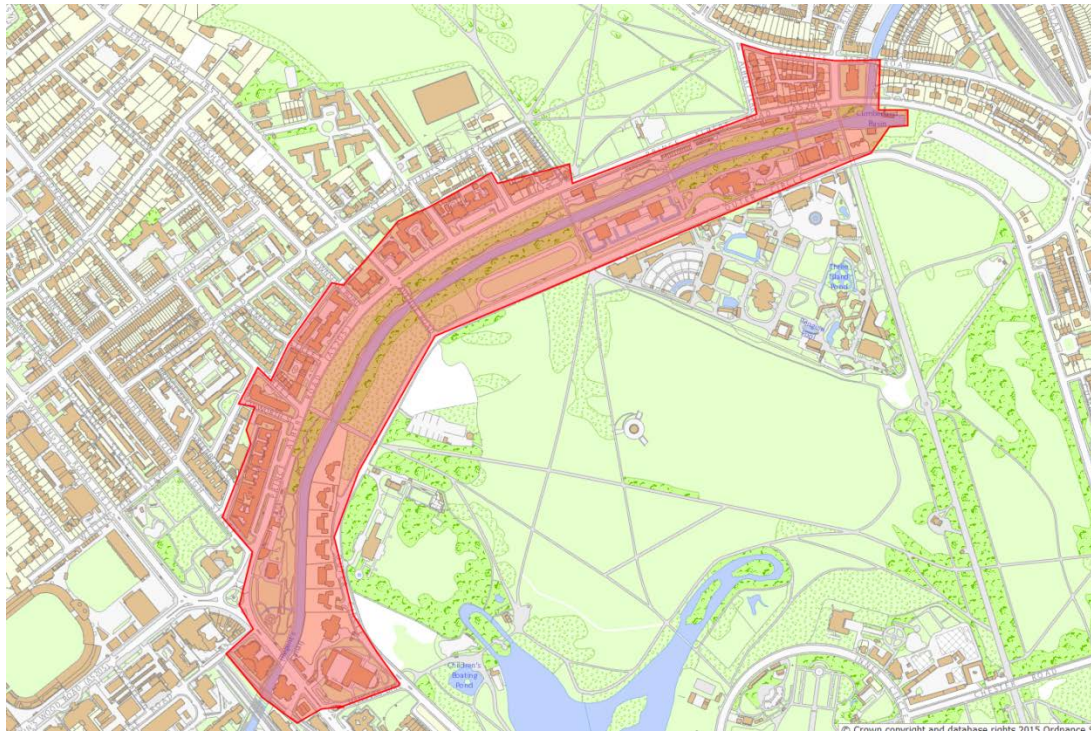
Yours faithfully,

Councillor Heather Acton



Cabinet Member for Sustainability and Parking

Appendix C – Extents of Letter Drop



Letter drop zone for Quietway Camden to Little Venice

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 4,600 the addresses.

Appendix D – Key Stakeholders Contacted

Central London Cycle Grid - Quietway Route from Camden to Little Venice (GU)**List of stakeholders who were informed of the consultation by email**

Full Name	Organisation
	Westminster City Council
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	Westminster City Council
	Westminster City Council
	Westminster City Council
	Westminster City Council
	North Paddington Society
	Paddington Waterways and Maida Vale Society
	Paddington Waterways and Maida Vale Society
	Paddington Waterways and Maida Vale Society
	Paddington Waterways and Maida Vale Society
	St. Marylebone Society
	Paddington Residents Active Concern on Transport (PRACT)
	Heart of London and Piccadilly/St James
	Heart of London and Piccadilly/St James
	Paddington BID
	Paddington BID
	Paddington BID
	Transport for London
	Transport for London
	Transport for London
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	Transport for London
	Transport for London
	Transport for London

	Transport for London
	Transport for London Surface Transport Communications
	London Borough of Camden
	London Borough of Camden
	London Borough of Camden
	London Borough of Camden
	The Canal and River Trust
	Marylebone Association
	Marylebone Association
	Marylebone Association
	North Paddington Society
	North Paddington Society
	North Paddington Society
	Paddington Residents Active Concern on Transport (PRACT)
	St. Marylebone Society
	20 is Plenty Campaign
	Cab Shelter Fund
	Confederation of Passenger Transport UK
	CTC
	FM Conway
	Freight Transport Assoc. Ltd.
	Licensed Private Hire Car Association
	Living Streets
	Living Streets
	London Ambulance
	London Ambulance
	London Ambulance
	London Ambulance
	London Cab Drivers Club
	London Chamber of Commerce
	London Cycling Campaign
	London Cycling Campaign

	London Cycling Campaign
	London TravelWatch
	Metropolitan Police Service
	Nokia
	RMT London Taxi Drivers' Branch
	Royal Mail
	Taxi & Private Hire
	The British Motorcyclists' Federation
	The Gardens Trust
	The Licensed Taxi Drivers' Association
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The Road Haulage Assoc. Ltd.
	Unite the Union (Cab Section)
	VCW
	Vice Chair Westminster Liberal Democrats
	Westminster Living Streets Group
	Westminster Living Streets Group
	Westminster Living Streets Group
	Westminster Property Association
	Westminster resident
	Westminster resident
	WSP
	WSP-Parsons Brinckerhoff
	WSP-Parsons Brinckerhoff
	Church Street Ward Neighbourhood Forum
	Queen's Park Community Council

	Queen's Park Community Council
	Abercorn School
	Abingdon House School
	ARK Atwood Academy
	Arnold House School
	Barrow Hill Junior School
	Beachcroft AP Academy
	Christ Church Bentinck CofE Primary School
	City of Westminster College
	Edward Wilson Primary School
	Essendine Primary School
	Gateway Academy
	King Solomon Academy
	L'Ecole Bilingue Elementaire
	Our Lady of Dolours RC Primary School
	Paddington Academy
	Paddington Green Primary School
	Portman Early Childhood Centre
	Robinsfield Infant School
	St Christina's School
	St Edward's RC Primary School
	St John's Wood Pre-Preparatory School
	St Joseph's RC Primary School
	St Mary Magdalene CofE Primary School
	St Mary of the Angels RC Primary School
	St Peter's CofE Primary School
	St Saviour's CofE Primary School
	St Stephen's CofE Primary School
	The American School in London
	Westminster Academy

Appendix E – Questionnaire

Questionnaire for Consultation

Quietway Route from Camden Town to Little Venice

We wish to gather your views on a proposed Quietway cycle route within the City of Westminster.

The proposed Quietway Route from Camden Town to Little Venice will form part of the proposed Central London Cycle Grid.

Within the City of Westminster, the proposed route runs along the Regent's Canal, Frampton Street, Fisherton Street, Lyons Place, Aberdeen Place and Blomfield Road. There are aspirations to extend this Quietway along the Grand Union Canal towpath via Delamere Terrace. The section of route on which we are consulting is approximately 2km in length.

The route will provide a key link for cyclists travelling between Camden Town and Little Venice; particularly for less confident cyclists and for those wishing to avoid some of the busier roads in the area.

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

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

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

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

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

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

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

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

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

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

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

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

6. To what extent do you support proposals which are being consulted on at the moment, along the path on the southern side of the Regent's Canal, along Frampton Street, Fisherton Street, Lyons Place and Aberdeen Place?

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

7. To what extent do you support proposals, which are being consulted on at the moment, from Edgware Road to Westbourne Terrace Road via Blomfield 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. If you have any particular concerns or comments about the scheme, please state them here:

.....

.....

.....

9. 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

10. 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

11. What age bracket do you fall into?

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

12. Are you?

- ☐ Male
- ☐ Female

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

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14. Do you consider yourself to have a disability?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

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

WSP Cycle Grid team

c/o FM Conway Ltd

25, Mandela Way

London

SE1 5SZ

Please return by 31 July 2015

Appendix F – Emails & Telephone Calls

Central London Cycle Grid - Quietway Route from Camden Town to Little Venice (GU) - Responses received (excluding Questionnaire and Online Survey)

Date	Format	From	Comment (Redacted and Edited by consultation team)
10/07/2015	Email	Local resident	<p>As both a cyclist, pedestrian and motorist, I offer the following suggestions.</p> <p>I am not sure where the route is intended to go, but I assume that from Regent's Park it goes SW along Frampton street, then NW and then SW on Orchardson street to Fisherton street, Nw and SW on Fisherton to Lyons Place and NW to Aberdeen Place.</p> <p>Fisherton street is narrow and residential with one side parked cars. A possible alternative would be to use the pedestrian cut-through from Fisherton street to Aberdeen Place which is wide.</p> <p>I presume some thought will be given to the pedestrian route from Lisson grove above the canal to Aberdeen Street. Despite the barriers it is still used by many cyclists. Would it be better to make is extremely cycle-impermeable but offer easy access to Henderson drive (and thence to Cunningham Place / Aberdeen Place)?</p> <p>A particular problem for cyclists is when heading East, how to get from the canal towpath Blomfield road to the east section of Blomfield road and on to Camden. Delamere Terrace is one way NW, so everyone uses the raised pavement to go east. The pavement is wide and if clearly marked with pedestrian priority might be possible. Pedestrians could possibly be encouraged to use the parallel towpath instead of the pavement (since bicycles are banned)? Similarly Blomfield road between Westbourne Terrace road and Warwick Avenue almost has to be used by cyclists against the one way. The road is very wide and a cycle lane could easily be made on the south (canal) side.</p> <p>The same problem to some extent occurs for Warwick crescent eastbound. Most cyclist use the towpath there if they are going to Paddington, but if going eventually to Marylebone road you cannot get from the towpath back up to the road. Again the pavement is wide and little used.</p>
30/06/2015	Email	Local resident	<p>Today I received in the post (dated 23 June) a circular letter informing me that part of the above suggested route would be via Delamere Terrace.</p> <p>I went online to see the route being suggested and, as far as I can make out, the cyclists will use Delamere Terrace in possibly BOTH directions (as they do at the moment).</p> <p>I have in the past pointed out to the Council about cyclists using the PAVEMENT alongside the towpath and especially in the morning when the children are also using the pavement beside the towpath to get to school. Nowadays some of the children are using scouters and are accompanied by usually one parent and perhaps their dog as well.</p> <p>To now possibly have it as a DESIGNATED ROUTE for cyclists is a disaster waiting to happen.</p> <p>I intend to go to the public exhibition being held at 219 Lisson Grove this coming Saturday (very little notice??) but, as usual, I do not hold out much hope in getting anywhere with those present.</p>

Central London Cycle Grid - Quietway Route from Camden Town to Little Venice (GU) - Responses received (excluding Questionnaire and Online Survey)

22/07/2015	Email	Local Resident	<p>My area of concern is the "alignment of the route between Warwick Avenue and Westbourne Terrace Road". Back in November 2013 the local residents were consulted by West One Infrastructure Services on behalf of Westminster Council regarding a proposed contra-flow cycle lane along the one way section of Blomfield Road (between Warwick Avenue and Westbourne Terrace Road). This was strongly objected to by the local councillors and all the residents along the affected route.. We were advised that the scheme had been put on hold and any future scheme would be in a format that addressed the concerns of residents and that we would have further opportunities to comment.</p> <p>I appreciate that the current proposals do not include this section of Blomfield Road and it is subject to further investigation and consultation. However the position and concerns of the local residents has not changed therefore I would like any proposals to take into account previous objections which are on record. In terms of travelling east from Westbourne Terrace Road to Warwick Avenue, the current legitimate routes of along Blomfield Road, down Clifton Villas and then up Warwick Ave seem perfectly safe and appropriate. If cyclists are desperate to shave seconds off their journey then a contraflow along Warwick Place (a short, straight underused route) would be considerably safer than any contraflow along the curved section of Blomfield Road.</p>
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Central London Cycle Grid - Quietway Route from Camden Town to Little Venice (GU) - Responses received (excluding Questionnaire and Online Survey)

22/07/2015	Email	Westminster Cycling Campaign	<p>We see the Quietways as essential to attracting new people to cycling and achieving the Mayor's Vision of "more women cycling, more older people cycling, more black and minority ethnic Londoners cycling, more cyclists of all social backgrounds".</p> <p>- We encourage the Council to work with Canal & River Trust to improve the lighting in the intimidating area under the Chiltern and Metropolitan line railway bridges, for the benefit of pedestrians and cyclists. We also recommend increased signage or other measures to inform westbound cyclists that the Quietway route continues via the footbridge, not via the towpath past the houseboats where cycling is prohibited and far more difficult.</p> <p>- The junction of the Aberdeen Place cycle track with Lyons Place is often obscured and obstructed by parked vehicles. We note that the Council has a programme of adding double yellow lines to improve safety at junctions and we recommend that this junction, which is heavily used by vulnerable road users, gains double yellow lines or stricter restrictions.</p> <p>- We share the Council's desire to improve pedestrian facilities as part of the proposals. Surely this must include improvements to the south footway on both sections of Blomfield Road? Due to trees this footway is impassable for wheelchair or pushchair users and falls far short of the normally high standards achieved by the Council. We recommend options including continuous footway widening, localised footway widening, or the alignment of speed reduction measures (for example raised tables or kerb buildouts) to be adjacent to specific impassable trees.</p> <p>- Making Delamere Terrace and the western section of Blomfield Road two-way for cycling would not be innovative, untested nor remarkable. But it would remove the barrier preventing eastbound cyclists from the Grand Union Canal continuing along this Quietway route. We are frustrated that these measures, which are commonplace in other boroughs, have not yet come forward. We hope they can proceed to public consultation soon.</p> <p>- The proposals appear to ignore the existence of Paddington Station as a major destination. How can cyclists from Paddington Station reach this Quietway? We recommend that a variety of options starting from the Station's canalside entrance are considered, which would give this Quietway route an origin at its west end that it currently lacks.</p> <p>We have submitted this response via the online survey and via email.</p>
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Central London Cycle Grid - Quietway Route from Camden Town to Little Venice (GU) - Responses received (excluding Questionnaire and Online Survey)

24/07/2015	Email	Sustrans	<p>Lisson Grove to Blomfield Road:</p> <p>Sustrans would like to see the Regent's Canal towpath widened to accommodate the inevitable increase in the number of pedestrians and cyclists using the path. The current width is already proving inadequate with current usage levels, so leaving the path as it is would not represent a future-proofed route. If this cannot be achieved then we would question the suitability of this alignment for a Quietway. Repairs to the canal towpath are welcomed, but a full resurface would be more appropriate than patch repairs (which are implied from the plans). This will ensure a better surface for all users and reduce the need to carry out further repairs in future.</p> <p>The extension of a dropped kerb and the removal of guardrail is welcomed as this will make access to and from the canal easier for cyclists and improve the effective width for all.</p> <p>We would like to see the area leading from the canal to Lisson Grove widened out to provide more space for all users as they proceed uphill to the footway. It is noted on the plan that this may be a public realm scheme but we would like to see this included as part of this scheme as it is key to providing a route that is comfortable for all users.</p> <p>Lisson Grove to Blomfield Road:</p> <p>It is appreciated that the two way track on Aberdeen Place is as existing, but this is a good opportunity to widen the track to 3 metres, as 2.5 metres is a substandard width for a two way track. We question the need for such a wide carriageway for general traffic on Aberdeen Place, and suggest that some width be taken from this to widen the two way track, which can be achieved whilst retaining the car parking. Closing off the one way road to cars would further reduce the need for a cycle track, and would improve the public realm for all.</p> <p>Given that there is parking on both sides of Frampton Street it would be beneficial to remove the centre line.</p> <p>Lyons Place / Fisherton Street junction has a poor surface – this would benefit from resurfacing to provide a smoother journey for cyclists and ensure the longevity of the new wayfinding markings.</p> <p>Lisson Grove to Blomfield Road:</p> <p>The replacement of the damaged speed cushions with sinusoidal humps is welcomed along Blomfield Road.</p> <p>The guard railing that runs between the footway and the parking on Blomfield Road (north-east of Randolph Place) should be removed. It is unnecessary on a street that is relatively quiet and hinders pedestrian movement through the area.</p>
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Central London Cycle Grid - Quietway Route from Camden Town to Little Venice (GU) - Responses received (excluding Questionnaire and Online Survey)

26/07/2015	Email	Camden Cycling Campaign	<p>1. The overall route</p> <p>This will provide a useful westward continuation of the proposed E-W grid route through Camden Town via Pratt and Delancey Streets for people cycling to Maida Vale, Little Venice and potentially Paddington Station (see below).</p> <p>2. Suggested improvements on the canal section of the route</p> <p>The document makes it clear that responsibility for the section between Camden Town and Lisson Grove on the Regent's Canal towpath lies with the Canal and River Trust (C & RT), but we would hope that Westminster will liaise and coordinate with them on the following improvements along with Westminster's work:</p> <ul style="list-style-type: none"> - Improved access to the towpath from Prince Albert Road at St Marks Square. We are aware that the C & RT have prepared a design for a new Accessible ramp alongside St Marks' footbridge. This was planned in detail and discussed with stakeholders as long ago as August 2013 (CCC discussed with Dick Vincent and Rosie Tharp at C & RT). We understood at the time that funding to cover its construction had been set aside. - Signage indicating the QW direction at several points along the towpath including the start at Prince Albert Road and the ramped access to the footbridge over the canal at the western end of the towpath section. - Adequate lighting to enable safe night time use, especially under the wide rail bridge just to the East of the footbridge. <p>3. The section on the footways in Lisson Green Estate</p> <p>This path was improved a couple of years ago by the removal of the anti-motorcycle barriers which were very inconvenient for people on bikes. Some markings would further facilitate sharing (not necessarily a dividing line, possibly just a few pedestrian and cycle logos on the pavement). A more substantial problem is the steepness of the ramp between the estate path and the Lisson Grove footway. That, together with the 90 degree right turn immediately on leaving the footway make this unsuitable for many inexperienced cyclists.</p> <p>4. Proposed improvements to the entry/exit to the existing bidirectional cycle track on Aberdeen Place</p> <p>These are welcome. We trust that the existing single yellow line between the cycle track and the junction with Northwood Terrace will be changed to double yellow - access to/from the track is currently often partially or totally blocked by parked vehicles.</p> <p>5. Suggested additional link to Paddington Station</p>
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Central London Cycle Grid - Quietway Route from Camden Town to Little Venice (GU) - Responses received (excluding Questionnaire and Online Survey)

			<p>A potential benefit of the route is for people cycling to and Paddington station – which is a major trip generator. The availability of quietway access to Paddington from Camden would dramatically improve safety to a destination that undoubtedly attracts large numbers of people on bikes including many tourists, the majority of whom are exposed to the dangers, congestion and pollution of Westbourne Terrace or Praed Street. We therefore suggest that this Quietway project should include a link to Paddington Station with clear signage. There are two options for a link to Sheldon Square from the intersection of Blomfield Road and Warwick Avenue:</p> <p>- 1. Turn left into Warwick Avenue, proceed to Howley Place, then use Venice Walk (a very wide walkway) to the pedestrian underpass under Harrow Road and Westway, emerging on the East side of the canal near the very decorative pedestrian bridge across the canal to Sheldon Square. There are two minor issues with this option:</p> <ul style="list-style-type: none"> • Cycles must be pushed across the footbridge to Sheldon Square • For the return journey from Paddington to people on bikes must cross Warwick Avenue twice in a short distance in order to reach Blomfield Road. This might conceivably be addressed by the provision of a short section of bidirectional cycle track on the east side of Warwick Avenue. If that is not feasible, cyclists should be advised to use Howley Place, Park Place Villas and Maida Avenue to reach Maida Vale. The junction at Maida Vale would need minor modification to facilitate access to Aberdeen Place track. <p>- 2. Alternatively, the route could cross Warwick Avenue and continue on Blomfield Road as far as Westbourne Terrace where it would cross the canal join the towpath from the south side of the bridge and continue along it to Sheldon Square. Unfortunately this option is currently impossible in the eastbound direction because that section of Blomfield Road is one way westbound with no exception for cycles.</p>
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Central London Cycle Grid

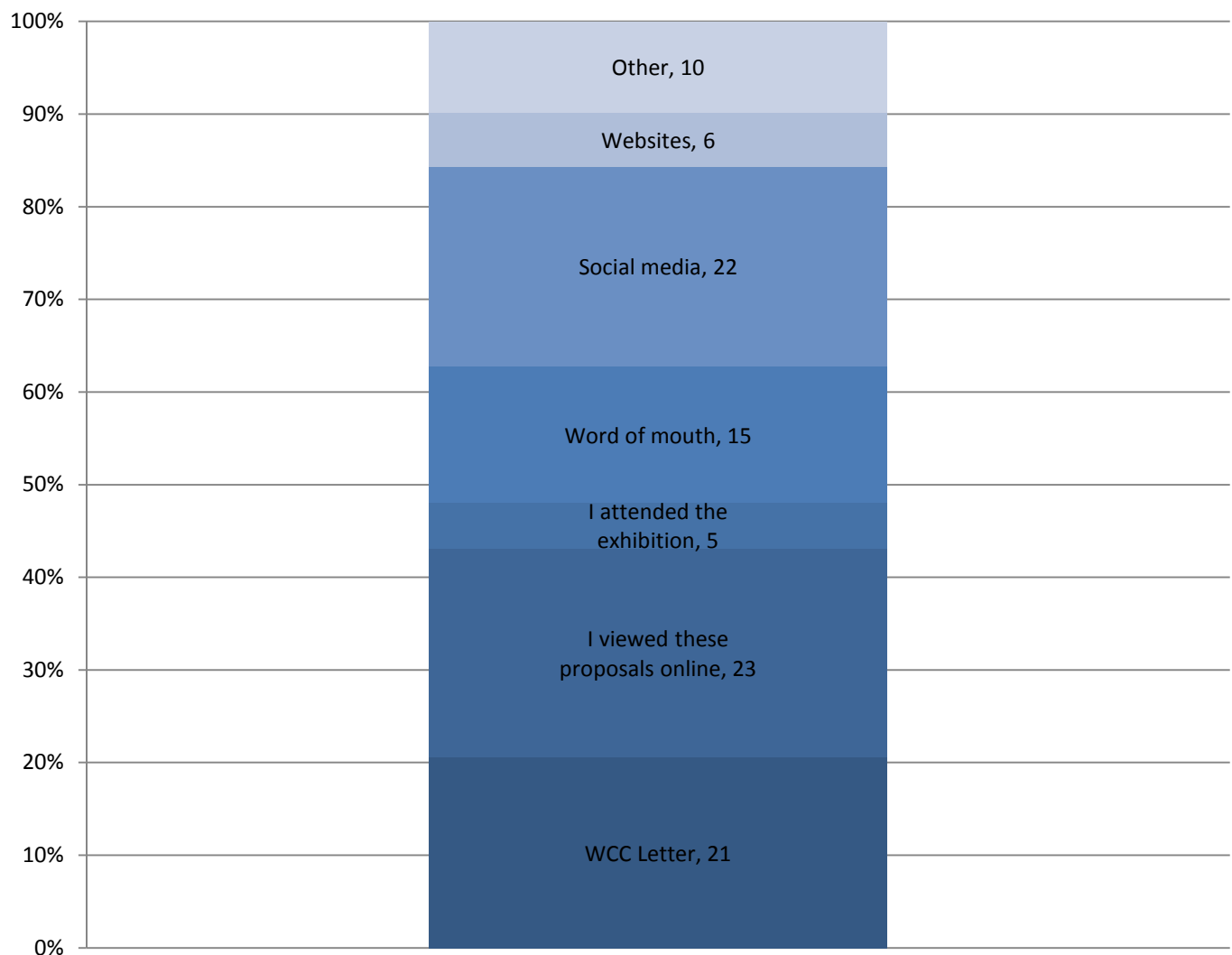
Quietway Route from Camden Town to Little Venice ("Grand Union Quietway")

Survey Responses during Public Consultation from 26 June 2015 to 24 July 2015

Total Usable Responses	85
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How did you find out about the proposals? (multiple choice)							
WCC Letter	I viewed these proposals online	I attended the exhibition	Word of mouth	Social media	Newspapers	Websites	Other
21	23	5	15	22	0	6	10

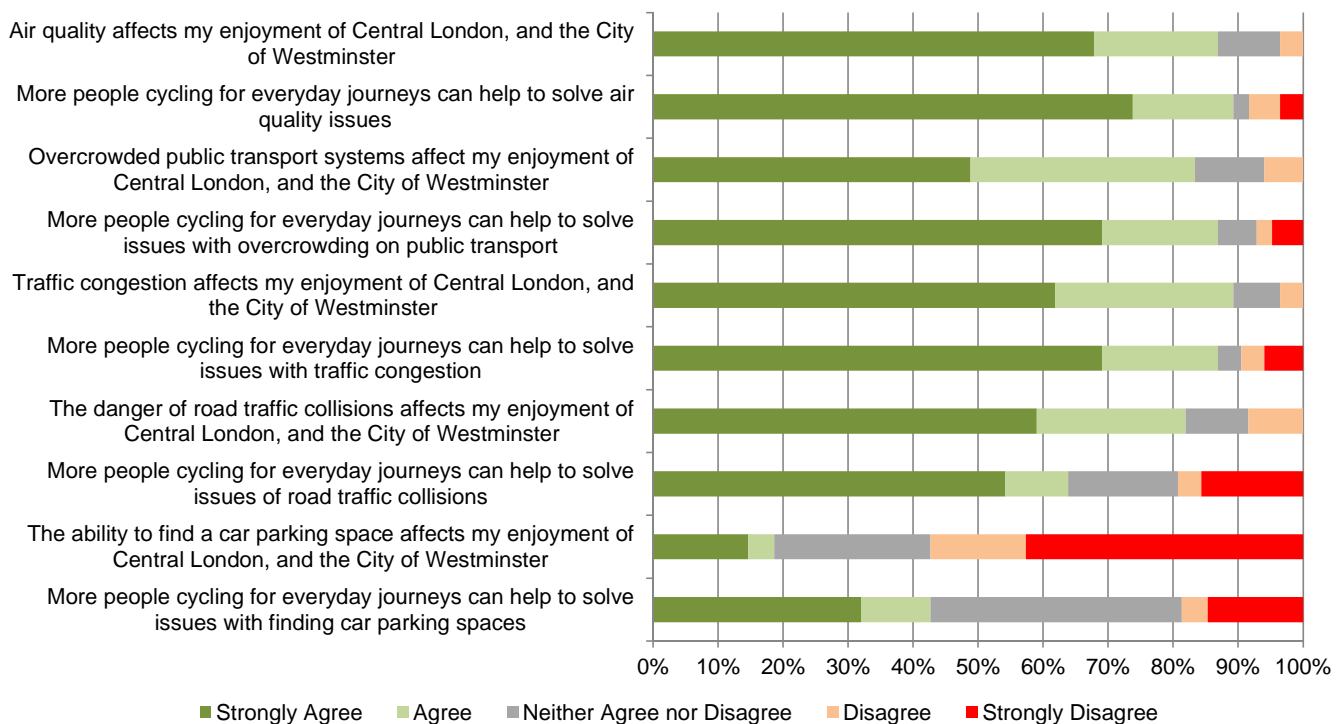
How did you find out about the proposals? (multiple choice)



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

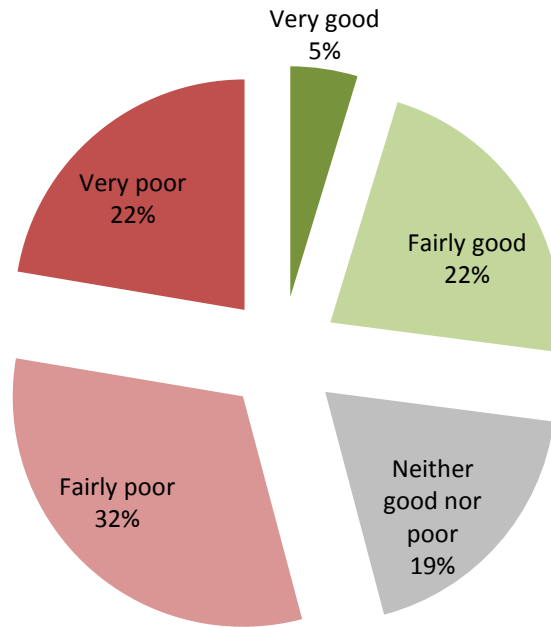
	More people cycling for everyday journeys can help to solve issues with finding car parking spaces	The ability to find a car parking space affects my enjoyment of Central London, and the City of Westminster	More people cycling for everyday journeys can help to solve issues of road traffic collisions	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	24	11	45	49	58	52	58	41	62	57
Agree	8	3	8	19	15	23	15	29	13	16
Neither Agree nor Disagree	29	18	14	8	3	6	5	9	2	8
Disagree	3	11	3	7	3	3	2	5	4	3
Strongly Disagree	11	32	13	0	5	0	4	0	3	0
	75	75	83	83	84	84	84	84	84	84
	43%	19%	64%	82%	87%	89%	87%	83%	89%	87%

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

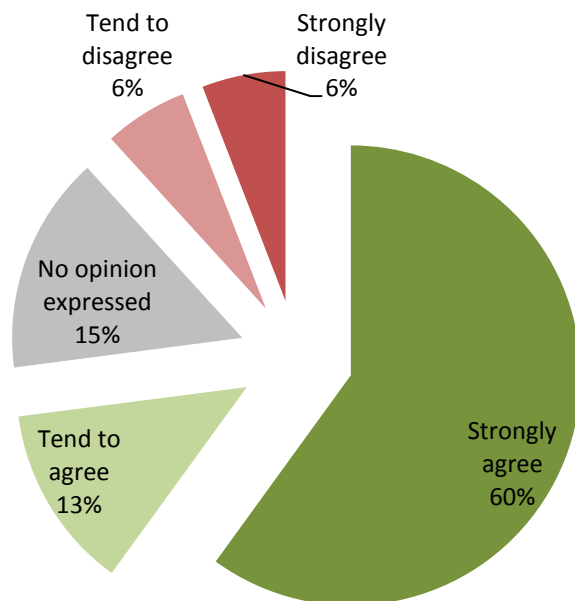


In the area being consulted on, cycling conditions are currently...?

Very good	4
Fairly good	19
Neither good nor poor	16
Fairly poor	27
Very poor	19

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

Strongly agree	51
Tend to agree	11
No opinion expressed	13
Tend to disagree	5
Strongly disagree	5



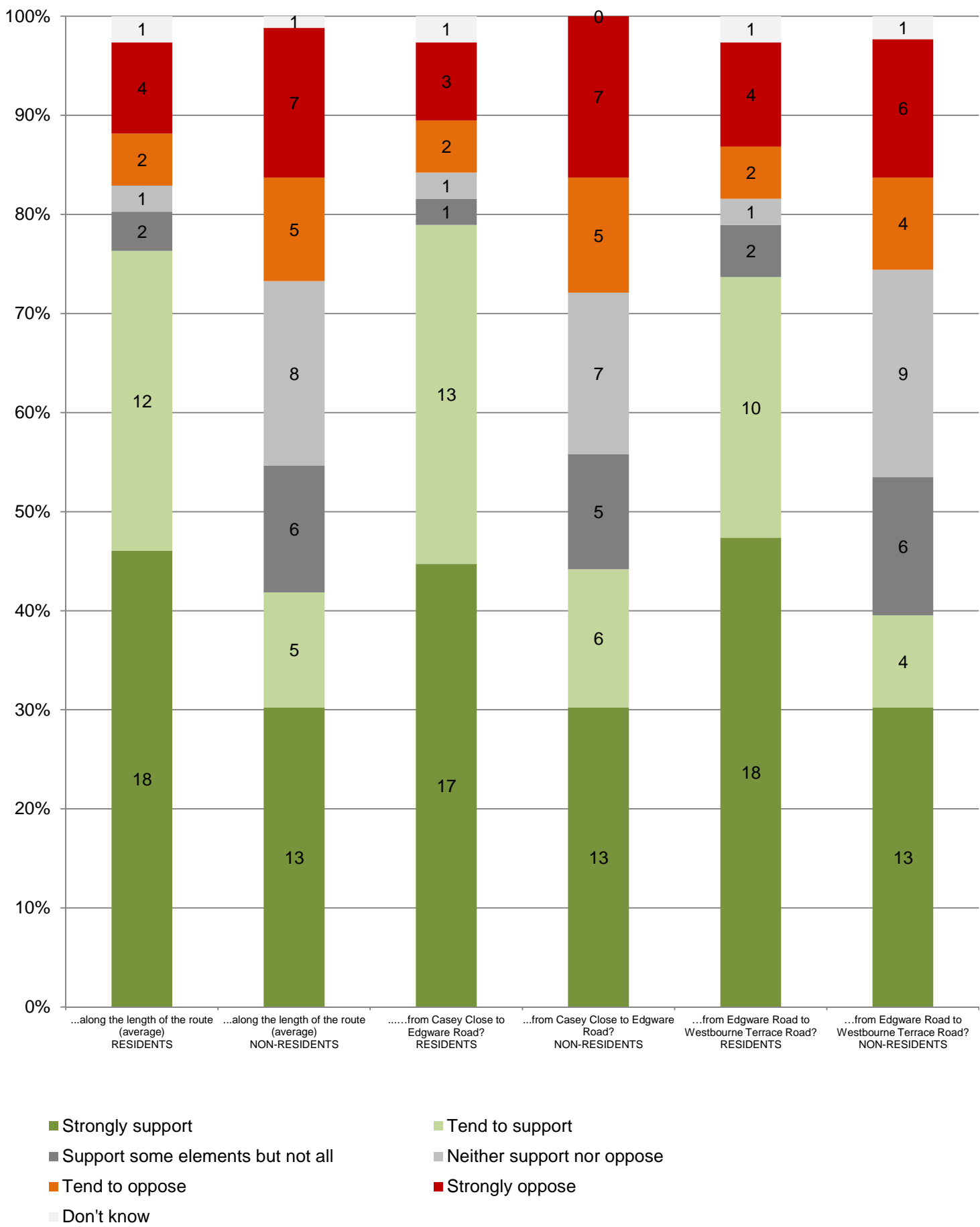
To what extent do you support the proposals which are being consulted on...?

	...along the length of the route (average)	...from Casey Close to Edgware Road?	...from Edgware Road to Westbourne Terrace Road?
Strongly support	31	30	31
Tend to support	17	19	14
Support some elements but not all	7	6	8
Neither support nor oppose	9	8	10
Tend to oppose	9	9	8
Strongly oppose	12	12	12
Don't know	2	1	2

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

	...along the length of the route (average) RESIDENTS	...along the length of the route (average) NON-RESIDENTSfrom Casey Close to Edgware Road? RESIDENTS	...from Casey Close to Edgware Road? NON-RESIDENTS	...from Edgware Road to Westbourne Terrace Road? RESIDENTS	...from Edgware Road to Westbourne Terrace Road? NON-RESIDENTS
Strongly support	18	13	17	13	18	13
Tend to support	12	5	13	6	10	4
Support some elements but not all	2	6	1	5	2	6
Neither support nor oppose	1	8	1	7	1	9
Tend to oppose	2	5	2	5	2	4
Strongly oppose	4	7	3	7	4	6
Don't know	1	1	1	0	1	1

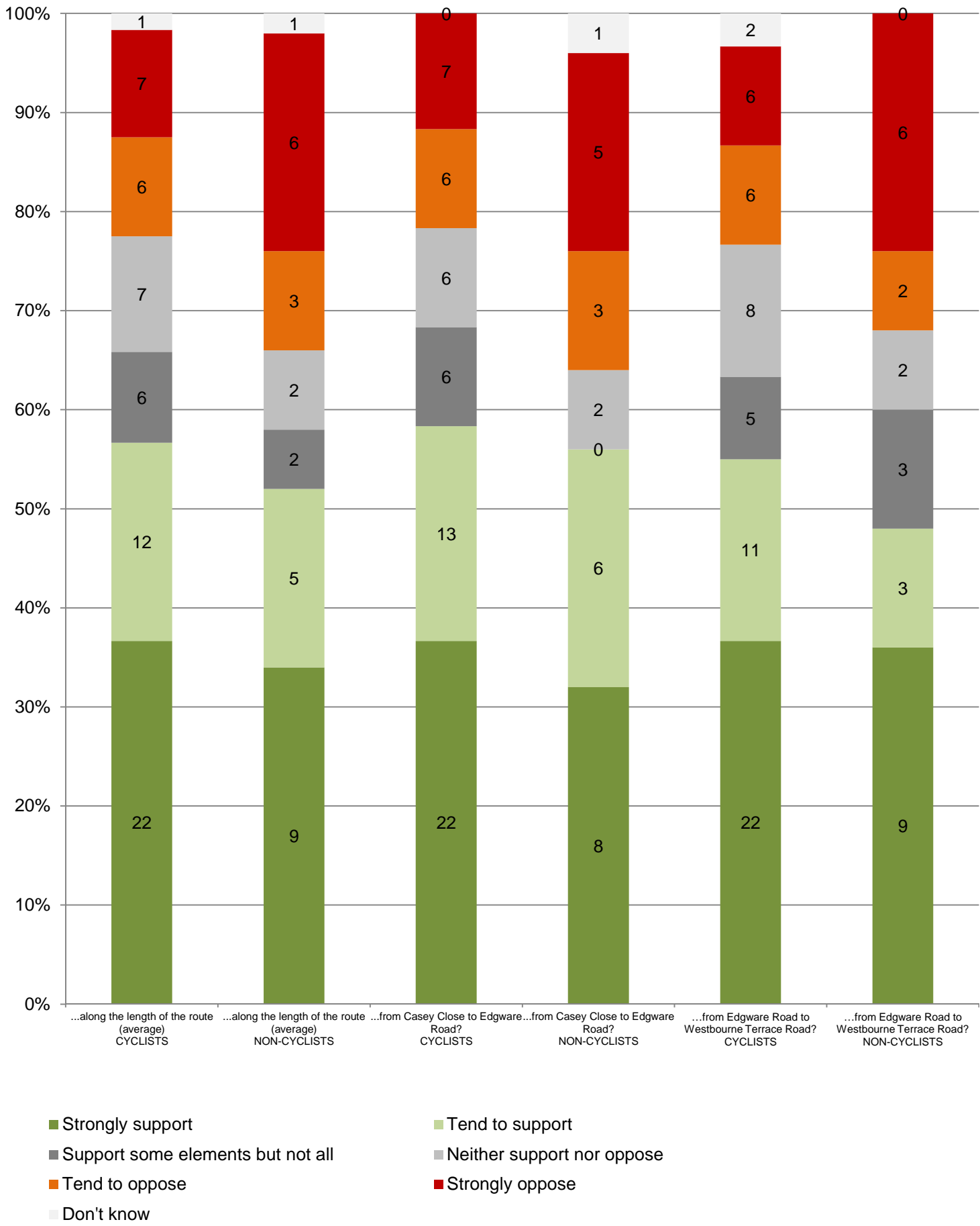
To what extent do you support the proposals which are being consulted on...?
(Residents and Non-Residents)



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

	...along the length of the route (average) CYCLISTS	...along the length of the route (average) NON-CYCLISTS	...from Casey Close to Edgware Road? CYCLISTS	...from Casey Close to Edgware Road? NON-CYCLISTS	...from Edgware Road to Westbourne Terrace Road? CYCLISTS	...from Edgware Road to Westbourne Terrace Road? NON-CYCLISTS
Strongly support	22	9	22	8	22	9
Tend to support	12	5	13	6	11	3
Support some elements but not all	6	2	6	0	5	3
Neither support nor oppose	7	2	6	2	8	2
Tend to oppose	6	3	6	3	6	2
Strongly oppose	7	6	7	5	6	6
Don't know	1	1	0	1	2	0

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



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

No opinion No Data

Strongly agree No Data

Strongly disagree No Data

Support some Agree in theory but current proposals are very weak

elements but not all I own a boat on the Lisson Grove moorings and cyclists not only make life very difficult for boaters and pedestrians but for themselves as well. They are not sufficiently directed to the cycle path across the canal which is much better and safer for all. The towpath outside our boats is not a good place to cycle, it is narrow with humps which contain electricity cabling. Signage at the beginning of the mooring is poor and cyclists find themselves speeding into the mooring before they realise they are in the wrong place. The majority dismount, some carry on and use the humps as a challenge to their cycling skills. Very unsatisfactory. Good signage situated well in advance of the entrance to the mooring would be excellent. Cyclists themselves would endorse this. It would make their journeys smoother and quicker.

Putting some cycle logos on the ground has no effect on driver behaviour in my opinion, and is just a waste of paint, time and money. Drivers expect to see cycles anywhere in Central London so putting a logo on the ground is not needed. Also, you should be resurfacing roads as a matter of fact, not using a cycle scheme to justify it!

Quiet cycle routes are only part of the solution. There must be high quality fully segregated cycle routes too.

The proposal cuts through Edgware Road at a junction which is the most crowded part of Edgware Road. Reducing the size of the road for cars/busses will only increase traffic congestion here, thereby increasing air pollution, overcrowding and frustration.

What we actually need, as residents in Westminster have asked for repeatedly, is physically protected cycle lanes on main streets. Close local streets to through traffic and close rat runs - make it 'filtered permeability' for bicycles. Paint on a road is not enough on busy thoroughfares, space for cycling needs to be given.

Tend to agree No Data

Tend to disagree No Data

To what extent do you support the proposals which are being consulted on along the path on the southern side of the Regent's Canal, along Frampton Street, Fisherton Street, Lyons Place and Aberdeen Place?

Don't know No Data

Neither support nor No Data

Strongly oppose No Data

Strongly support No Data

Support some A better solution would be to widen the canal path to create more space for off-road cycling. It would also be nice to use filtered permeability to close these roads to through traffic.

As a regular tow path user along the regents canal I have already experienced cyclists speeding much too fast for such a small, narrow space, often showing complete disregard for other towpath users. I am particularly concerned about the already busy stretch that runs alongside Regent's Park, from Camden to lisson grove, the signage is currently poor and many cyclists behave like they have right of way - the bridge that should take cyclists to the Casey Close estate side of the canal to Lisson Grove is not clearly marked and often cyclists take the pedestrian route past the narrowboats, refusing to dismount. Signs will need to be clear and must emphasise that cyclists should respect other towpath users and wildlife (I have seen cyclists hit dogs and a duck).

More is required than just bike logos painted on the street and contraflow lanes. Car parking should be removed from these routes and ideally segregated space provided for cyclists.

Nothing being proposed to reduce the volume of motor traffic on these roads

Please see response to Q10 below

The proposed changes rationalise the junctions at Lyons Pl. and Lisson Grove, and the additional signage will be useful (I rode through today and completely missed the turn at Lyons Pl.). Beyond that, there is no net improvement for the safety of cyclists, nor for quieting the route. Consider making Blomfield Road one way in order to install a two way protected cycle track. Additionally, install sinusoidal speed humps on Frampton Street as well as a lead in cycle lane to the ASL at Lisson Grove. Improve the entrance / exit from the canal onto Blomfield Road.

Tend to oppose No Data

Tend to support No Data

To what extent do you support proposals, which are being consulted on at the moment, from Edgware Road to Westbourne Terrace Road via Blomfield Road?

Don't know No Data

Neither support nor No Data

Strongly oppose No Data

Strongly support No Data

Support some
elements but not all

All this plan seems to propose is resurfacing and replacing damaged speed cushions. Where is the cycling infrastructure?

As a resident of Blomfield Road I have received notification of the consultation regarding the above proposals. My area of concern is the "alignment of the route between Warwick Avenue and Westbourne Terrace Road". Back in November 2013 the local residents were consulted regarding a proposed contra-flow cycle lane along the one way section of Blomfield Road (between Warwick Avenue and Westbourne Terrace Road). This was strongly objected to by the local councillors and all the residents along the affected route.. We were advised that the scheme had been put on hold and any future scheme would be in a format that addressed the concerns of residents and that we would have further opportunities to comment. I appreciate that the current proposals do not include this section of Blomfield Road and it is subject to further investigation and consultation. However the position and concerns of the local residents has not changed therefore I would like any proposals to take into account previous objections which are on record. In terms of travelling east from Westbourne Terrace Road to Warwick Avenue, the current legitimate routes of along Blomfield Road, down Clifton Villas and then up Warwick Ave seem perfectly safe and appropriate. If cyclists are desperate to shave seconds off their journey then a contraflow along Warwick Place (a short, straight underused route) would be considerably safer than any contraflow along the curved section of Blomfield Road.

It would depend on when the scheduled works are to take place and the duration. Blomfield Road is an arterial route in this area and any full closure is likely cause more congestion and poor air. I would suggest splitting the works in to sections at Randolph Road and Randolph Avenue can remain open alternately.

Maida Avenue is a much quieter street than Blomfield Rd. There is only a fraction of motor vehicles on it by comparison. There is also talk of removing the traffic lights at Blomfield Rd/Warwick Ave, is that taken into account too?

More is required than just bike logos painted on the street and contraflow lanes. Car parking should be removed from these routes and ideally segregated space provided for cyclists.

No proposals to prevent rat running motor traffic

Tend to oppose

No Data

Tend to support

No Data

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

Again, I think it is important that signs are clear and the route, obvious. This is a path used by tourists on foot and many dog walkers.

All of the cycling plans in London seem to be designed to the expense of those who use buses and those who walk/ I don't care if young, white, male civil servants want to zip into work on their bikes unimpeded by other people. I want those who travel by bus to be given priority - it is they who have the greatest distances to travel, often to jobs (such as construction, building maintenance and cleaning) which require physical exertion. Pedestrians are increasingly terrorised by cyclists, who seem to feel that the expansion of road space to meet their desires automatically extends to the pavement also. If you want to make roads safer for cyclists do so, but stop doing it by affecting bus lanes and start prosecuting ANY cyclist who mounts a pavement.

Although we all wish to support cleaner air, I, myself, own a green vehicle but London's traffic issues are unique due to many factors; the historical layout of the city, overpopulation, the ceaseless amount of new building and associated road/lane closure. To have sufficient effect on both air quality and congestion statistics show that around 30% of Londoners would need to cycle and this is simply unrealistic. Mayor Johnson's 'Zero Emissions' target is an impossibility unless the entire population of London take to cycles. Plus where will all the electric vehicle charging stations be situated? It is difficult enough to find one currently. Apparently Black Taxis are due to become electric vehicles and given that they drive an average of 60 miles per day and there are currently 21,000 where will they re-charge during the day? I find it interesting that the cleaner air measures are only taking place in the capital, the other major cities in the UK are not undergoing the same targets, is their traffic pollution simply a cleaner variety than that of London?

As a regular tow path user along the regents canal I have already experienced cyclists speeding much too fast for such a small, narrow space, often showing complete disregard for other towpath users. I am particularly concerned about the already busy stretch that runs alongside Regent's Park, from Camden to Lisson Grove, the signage is currently poor and many cyclists behave like they have right of way - the foot bridge that should take cyclists to the Casey Close estate side of the canal to Lisson Grove is not clearly marked and often cyclists take the pedestrian route past the narrowboats, refusing to dismount. Signs will need to be clear and must emphasise that cyclists must respect other towpath users and wildlife (I have seen cyclists hit dogs and a duck).

As a resident of Blomfield Road I have received notification of the consultation regarding the above proposals. My area of concern is the "alignment of the route between Warwick Avenue and Westbourne Terrace Road". Back in November 2013 the local residents were consulted by West One Infrastructure Services on behalf of Westminster Council regarding a proposed contra-flow cycle lane along the one way section of Blomfield Road (between Warwick Avenue and Westbourne Terrace Road). This was strongly objected to by the local councillors and all the residents along the affected route. We were advised that the scheme had been put on hold and any future scheme would be in a format that addressed the concerns of residents and that we would have further opportunities to comment. I appreciate that the current proposals do not include this section of Blomfield Road and it is subject to further investigation and consultation. However the position and concerns of the local residents has not changed therefore I would like any proposals to take into account previous objections which are on record. In terms of travelling east from Westbourne Terrace Road to Warwick Avenue, the current legitimate routes of along Blomfield Road, down Clifton Villas and then up Warwick Ave seem perfectly safe and appropriate. If cyclists are desperate to shave seconds off their journey then a contraflow along Warwick Place (a short, straight underused route) would be considerably safer than any contraflow along the curved section of Blomfield Road.

As a walker who uses the canal I'm concerned about the canal becoming busy with fast cyclists

Better signs

Bicycles are potentially hazards themselves

Business as usual road designs, junctions left blank for TfL to deal with - buck passing, other sections overly complex or with little in the way of genuine advantage. The result? A weak scheme that will only marginally improve safety for existing cyclists and will likely fail to entice significant numbers into cycling more. Shameful - as is just about everything Westminster seems to do with cycling.

Commuter routes should be targeted Marylebone Rd Euston Rd

Cycle lanes during controlled hours. No 24 hour cycle lanes. Controlled hours only covering morning and evening rush hours.

Cyclists race along, they treat pedestrians appallingly. They don't seem to be able to share the towpath with others. Sooner or later some crazy cyclist will kill someone on the towpath.

Delamere Terrace is not included. It is a one-way street westbound and needs work to introduce the shared cycleway on the pavement for eastbound cyclists, as designed in 2013.

Edgware Road is already in grid lock on daily basis. The Emergency services use Edgware Road for rapid response putting the public and car drivers at great danger. There have already been several nasty accidents caused by fast travelling Emergency services. Allowing significant number of cyclists crossing Edgware road onto Bloomfield Road may well result in significant number of casualties. We all witness on a daily basis how cyclists regularly break the law and are not confronted. They have no insurance either. Mixing of more law breaking cyclists with grid lock traffic can only lead to more stress and potential loss of life. Ways should be found to take the traffic off Edgware road and segregate cyclists from heavy traffic routes. Make use of Hamilton Terrace.

I don't believe that the proposals go far enough to protect cyclists and subsequently don't encourage cycling. It is not the detested Lycra louts dying on the roads of London, it is women. Cyclists need to be protected or the city will continue to suffer from poor air quality and congestion.

I don't like the proposed future ongoing route. I have always thought that Camden Market and Portobello Market should be a recognised major cycle route to encourage tourists to cycle between these markets, possibly stopping at Church St Market half way on the route. A cyclist's rest facility and repair service could also be located on the route. Good for tourism and good for the markets economy.

I feel the cycle hire scheme should be expanded into Westminster North, currently even with these additions this area (north of Warwick Avenue) will not have full benefit as it does not have access to bikes in such an easy to use way. Considering this is one of the largest residential areas of Westminster and one of the poorest, this access would help increase cycling in Westminster a lot.

I have concerns over cycles going along Canal Towpaths. They are completely unsuitable to mix cycling and pedestrian traffic, which can cause stress and accidents, particularly to pedestrians.

I note that there are aspirations to extend this Quietway along the Grand Union Canal towpath via Delamere Terrace. This is a good idea but, in any case, I would like Delamere Terrace to become two way for cyclists. The pavement on the north side is wide enough to allow dual usage by cyclists and pedestrians.

I strongly support the concept of Quietways. I think there should be more identified in the North Westminster area. It's a very neglected part of central London and does not promote healthy and safe cycling activity. Please also cross-reference this with the Baker St 2-way system. There are a number of possibly unintended consequences of the proposed works, which could result in rat runs along Lisson Grove and Broadley Street. I would also like to comment that I am the Chair of the Church St Ward Neighbourhood Forum but received no notice of this consultation. I only found out about the consultation yesterday. This is an important aspect of improving quality of life in Church St and we, as the neighbourhood planning 'authority' for this area, had no opportunity to consider it and comment.

I think stronger measures are required. For example, eliminating on-street parking in blomfield road and building a dedicated cycle track. Also it's unclear if the one-way portion of Blomfield road will have a cycling contra-flow. If not, how is this going to work going west-east?

in order for quietways to succeed motor vehicles must be restricted to access only

Insufficient. Fall well short of dutch standards. Need a network of quiet routes, this is nowhere near that because you haven't resolved the through traffic, the rat runs on the routes you are suggesting and there isn't an overview of network of East-West, North-South routes, which is what we asked Transport for London to co-ordinate.

It needs to be redesigned.

Many cyclists disregard traffic signs and even red lights, action is required to avoid the rising number of injuries to pedestrians. This scheme must address this aspect of road safety.

More cyclists is only a partial solution. Cyclists are frequently inconsiderate towards pedestrians and residents. Better signposting is essential to direct cyclists along their designated routes and to instruct them NOT TO USE certain routes EG the Northern route alongside the moorings east of Lisson Grove.

More is required than just bike logos painted on the street and contraflow lanes. Car parking should be removed from these routes and ideally segregated space provided for cyclists.

My concern is related to aspiration to encourage more cyclists on to the towpath of the canal. Already pedestrians are at risk of being run down or forced into the canal by inconsiderate cyclists and more usage will increase the risk. There are few quiet places for people to walk in London and the Canalside is one of them. Please take account of pedestrians instead of invariably considering the interests of the cyclist or the motorist.

Westminster Cycling Campaign Response

We encourage the Council to work with Canal & River Trust to improve the lighting in the intimidating area under the Chiltern and Metropolitan line railway bridges, for the benefit of pedestrians and cyclists. We also recommend increased signage or other measures to inform westbound cyclists that the Quietway route continues via the footbridge, not via the towpath past the houseboats where cycling is prohibited and far more difficult. - The junction of the Aberdeen Place cycle track with Lyons Place is often obscured and obstructed by parked vehicles. We note that the Council has a programme of adding double yellow lines to improve safety at junctions and we recommend that this junction, which is heavily used by vulnerable road users, gains double yellow lines or stricter restrictions. - We share the Council's desire to improve pedestrian facilities as part of the proposals. Surely this must include improvements to the south footway on both sections of Blomfield Road? Due to trees this footway is impassable for wheelchair or pushchair users and falls far short of the normally high standards achieved by the Council. We recommend options including continuous footway widening, localised footway widening, or the alignment of speed reduction measures (for example raised tables or kerb buildouts) to be adjacent to specific impassable trees. - Making Delamere Terrace and the western section of Blomfield Road two-way for cycling would not be innovative, untested nor remarkable. But it would remove the barrier preventing eastbound cyclists from the Grand Union Canal continuing along this Quietway route. We are frustrated that these measures, which are commonplace in other boroughs, have not yet come forward. We hope they can proceed to public consultation soon. - The proposals appear to ignore the existence of Paddington Station as a major destination. How can cyclists from Paddington Station reach this Quietway? We recommend that a variety of options starting from the Station's canalside entrance are considered, which would give this Quietway route an origin at its west end that it currently lacks.

One of the main things that prevents me from cycling more is concern over safety - Improved cycling networks would really help!

Pathetic. Tokenistic attempt at best. So lacking in detail and very poor presentation. Segregation required and lots of filtering. There's nothing here to encourage cycling. Westminster's roads are a disgrace

pitiful level of intervention. how on earth do you expect this to actually boost cycling or indeed improve safety? Speed reductions, filtering and segregation should be considered as appropriate, paint on the road and a tweak here or there is simply not acceptable.

Plans are poor for cycling and walking. That a damaged speed cushions exists points to just adding more speed bumps not being a suitable solution for taming traffic on these routes. Blocking of through traffic via filtered permeability must happen. Shared paths are bad for walking and cycling and should not be used instead dedicated for both walking and cycling should be provided.

Please see my previous explanation. Thank you.

Poor quality, unsafe.

Proposes little to benefit cycling overall. The only way this can be achieved is by taking significant space away from motor traffic.

Response from Camden Cycling Campaign

1. The overall route This will provide a useful westward continuation of the proposed E-W grid route through Camden Town via Pratt and Delancey Streets for people cycling to Maida Vale, Little Venice and potentially Paddington Station (see below)
2. Suggested improvements on the canal section of the route The document makes it clear that responsibility for the section between Camden Town and Lisson Grove on the Regent's Canal towpath lies with the Canal and River Trust (C & RT), but we would hope that Westminster will liaise and coordinate with them on the following improvements along with Westminster's work:
 - Improved access to the towpath from Prince Albert Road at St Marks Square. We are aware that the C & RT have prepared a design for a new Accessible ramp alongside St Marks' footbridge. This was planned in detail and discussed with stakeholders as long ago as August 2013 (CCC discussed with Dick Vincent and Rosie Tharp at C & RT). We understood at the time that funding to cover its construction had been set aside.
 - Signage indicating the QW direction at several points along the towpath including the start at Prince Albert Road and the ramped access to the footbridge over the canal at the western end of the towpath section.
 - Adequate lighting to enable safe night time use, especially under the wide rail bridge just to the East of the footbridge.
3. The section on the footways in Lisson Green Estate This path was improved a couple of years ago by the removal of the anti-motorcycle barriers which were very inconvenient for people on bikes. Some markings would further facilitate sharing (not necessarily a dividing line, possibly just a few pedestrian and cycle logos on the pavement).
 - A more substantial problem is the steepness of the ramp between the estate path and the Lisson Grove footway. That, together with the 90 degree right turn immediately on leaving the footway make this unsuitable for many inexperienced cyclists.
1. Proposed improvements to the entry/exit to the existing bidirectional cycle track on Aberdeen Place These are welcome. We trust that the existing single yellow line between the cycle track and the junction with Northwood Terrace will be changed to double yellow - access to/from the track is currently often partially or totally blocked by parked vehicles.
2. Suggested additional link to Paddington Station A potential benefit of the route is for people cycling to and Paddington station - which is a major trip generator. The availability of quietway access to Paddington from Camden would dramatically improve safety to a destination that undoubtedly attracts large numbers of people on bikes including many tourists, the majority of whom are exposed to the dangers, congestion and pollution of Westbourne Terrace or Praed Street. We therefore suggest that this Quietway project should include a link to Paddington Station with clear signage. There are two options for a link to Sheldon Square from the intersection of Blomfield Road and Warwick Avenue:
 - Turn left into Warwick Avenue, proceed to Howley Place, then use Venice Walk (a very wide walkway) to the pedestrian underpass under Harrow Road and Westway, emerging on the East side of the canal near the very decorative pedestrian bridge across the canal to Sheldon Square. There are two minor issues with this option:
 - Cycles must be pushed across the footbridge to Sheldon Square
 - For the return journey from Paddington to people on bikes must cross Warwick Avenue twice in a short distance in order to reach Blomfield Road. This might conceivably be addressed by the provision of a short section of bidirectional cycle track on the east side of Warwick Avenue. If that is not feasible, cyclists should be advised to use Howley Place, Park Place Villas and Maida Avenue to reach Maida Vale. The junction at Maida Vale would need minor modification to facilitate access to Aberdeen Place track.
 - Alternatively, the route could cross Warwick Avenue and continue on Blomfield Road as far as Westbourne Terrace where it would cross the canal join the towpath from the south side of the bridge and continue along it to Sheldon Square. Unfortunately this option is currently impossible in the eastbound direction because that section of Blomfield Road is one way westbound with no exception for cycles.

Some cyclist go far to fast, so far I have seen a duck and a cat killed by cyclists. I have a dog and am very concerned about this. They seem to treat the shared space as a cyclepath. There need to be speed restrictions and signs making it clear that many people use the space, old people, kids, dog walkers. Cyclists need to slow down considerably when passing by other users. I live on a narrowboat at Lisson Wide moorings and am very happy that the route is not passing through the mooring here. I think it is essential that it is clearly sign posted that the route passes over the bridge at the East side of the moorings and continues along the South side of the canal. People attempting to cycle through the moorings are very problematic.

Some good improvements, but doesn't go far enough. Not persuaded the proposals for the proposals at the Lisson Grove junction are an improvement. Bolder measures to reduce motorised traffic levels would make the title of "quietway route" more sensible.

That the lanes are clearly marked so that cars and pedestrians respect cyclists.

The cyclists go very fast along the tow path between Camden and Lisson Grove, particularly during rush hour. I cannot walk my dog at this time as it is dangerous and she has been hit once and nearly run over many times. I have also seen a duck hurt by a cyclist and a child on the way to school nearly get run over. Lack of signs which ask the cyclists to be mindful of pedestrians/dog walkers and children is a worry. Would like to see some speed calming measures. Cyclists already see this part of the tow path as a road. They shout for pedestrians to get out of the way, which is outrageous. I am a cyclist myself and I know some helpful signs/speed bumps would calm things down.

The idea of the cycle route is a good one around Regent's Park. I will always promote cycling in London. However I am very concerned about the potential impact this route may have on the stretch that runs alongside Regent's park, from Camden to Lisson Grove, both for residents and walkers. This is a small towpath and many people live here and take alot of care of the towpath - with well kept gardens and wildlife in abundance. There is currently poor signage at the end of the tow path to direct cyclists over the footbridge to the Casey Close Estate side of the canal. Clear signage for all cyclists to do this and not go down the gated area of the towpath (on the North side of the canal) will be absolutely imperative if the cycle route is to be a success. I say this as a user. The towpath is very narrow and many cyclists who try and use this route often do not dismount at all and have no respect for those living on the towpath or their dogs / wildlife. There will only be accidents - which can easily be avoided if cyclists are clearly instructed to go up the footbridge and use the route on the other side of the canal. This side (the south side) does not have residents on it and promotes a much more sensible option all round. I urge you to take note of this and to consider how directing cyclists over the footbridge will be achieved and implemented.

The one-way section of Blomfield road should have a cycle lane as this is not logical for the progress of cyclist heading towards main transport links.

The part for question 6 is already good to cycle. For question 7 as well, although the road is quite narrow. More clearly defined cycling path would be useful, as well as the crossing of Edgware road.

The proposals do not go far enough. I tend to support them because something is better than nothing. The current state of cycling infrastructure is a tragedy. I do not cycle in London even though I cycled to work in other cities I have lived in. I am concerned about safety. I knew one of the casualties that was hit by a lorry while cycling to work earlier this year. Her two now motherless sons go to school with my daughter. Their mother could still be tucking them into bed at night and taking them to school in the mornings. Hers was a preventable death. Ban lorries at rush hour, introduce a network of cycling paths that are segregated from traffic and that connect to others in the network. It is good for London air quality and for the families that live and work here.

There are no serious proposals to encourage cycling. Where is the filtered permeability? Where is the proper consideration for reducing through traffic? Look at Blomfield Road - there is a parallel road on the other side of the canal. Why are both of these open to rat running traffic. Blomfield needed contra-flow 20 years ago. Even this is would now be too little too late. Westminster council is in need of a serious overhaul to out it as mildly as possible.

There are two main junctions - at Edgware Road and Lisson Grove - that could be better designed to encourage cycling. I couldn't see anything written about proposals to these on the webpage.

There is a section of Blomfield Rd, along the canal that is difficult for cyclists, as there is a short stretch of Blomfield Road (just before Warwick Ave) that is one-way. It would be great if a cycle path could be incorporated here, so that cyclists can safely carry on cycling on Blomfield Road and stay on the canal route.

There is often not enough done to protect cyclists at junctions. Cycleways need to be protected if they are actually going to make cyclists safer

These are busy enough with traffic and residents we DO NOT NEED the added threat of more cyclists

These proposals are mainly cosmetic! There needs to be a fundamental change to cycle infrastructure in this council. Lower speed limits, enforcement, better segregated cycle lanes.. all this will go far to making Westminster a better place.

These quietway proposals are not good enough to create safe and comfortable routes for new cyclists. Both Frampton St and Blomfield Rd are busy rat runs for taxis and commercial vehicles avoiding main roads. I would suggest experimental closure of Frampton St at Lisson Grove and Blomfield Road at Edgware Rd to motor traffic. This will make these roads much quieter, and suitable for all cyclists. It will also create a quieter, safer, less polluted environment for residents on these streets - and also, in the case of Blomfield Rd, allow people walking along the canal a much more comfortable route through the area.

These schemes are completely inadequate. If volumes of cyclists are to increase then 'shared use' pavement is simply not suitable. Painting bike symbols on the road does nothing to improve perceived or actual safety. There is nothing here to make any worthwhile improvement to cycling conditions - please start again with new designs that actually dedicate safe space for cycling.

This is a pretty hopeless and cowardly effort. Of all places in London that could benefit from decent segregated cycle routes, this is it. But you have blown it. I am pretty disappointed.

This is a very modest scheme. The route already exists and is merely being adapted to suit current fashions. Quite why this needs such expenditure is not clear or justified in your explanation. It would be better to achieve a route on parallel roads away from the canal suitable for all users. There are plenty of wide main roads upon which this could be achieved.

Very concerned about the Camden to Lisson Grove stretch particularly through the Lisson Grove mooring area. The mooring has a very narrow towpath and is completely unsuitable, even dangerous for cyclists - collisions are not uncommon. The alternative route over the bridge and along the southern side of the canal at this point is poorly signposted. Although in favour of cycling promotion generally, in this particular area, adjacent to the Lisson Grove mooring site, cyclists should be banned, otherwise a cyclist v pedestrian conflict is inevitable.

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Very weak proposals, which do nothing to change current busy traffic conditions and overcrowding of the canal towpath. The proposals will do nothing to attract new people to undertake journeys by bicycle.
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What we actually need, as residents in Westminster have asked for repeatedly, is physically protected cycle lanes on main streets. Close local streets to through traffic and close rat runs - make it 'filtered permeability' for bicycles. Paint on a road is not enough on busy thoroughfares, space for cycling needs to be given.
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Why are you not yet consulting on the portion of Blomfield Road west of Warwick Avenue? It is currently 1-way, and has been under review as 2-way for cyclists for more than 2 years now. Your map of area under consultation includes Blomfield Road west of Warwick Ave, so I strongly support making it 2-way for cyclists.
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Why not more routes through Regents Park and Primrose Hill?
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You should start taking sustainable transport seriously. Your current proposal to keep the car centric road infrastructure is a bad joke.
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