

Central London Cycle Grid

Cycle Route from Hyde Park to Fitzrovia (“Quietway 7”)

Public Consultation Report (Stage 1 Feasibility)

This report summarises public consultation undertaken during design development (Stage 1 Feasibility) of a proposed cycle route from Hyde Park to Fitzrovia (“Quietway 7”), 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 Hyde Park to Fitzrovia seeks to improve the provision for cycling along quieter streets, particularly for people wishing to avoid some of the busier main roads in the area.

The section of this route consulted on within the City of Westminster is approximately 3km in length. The streets affected by these proposals are Stanhope Place, Connaught Square, Connaught Street, Porchester Place, Norfolk Crescent, Kendal Street, George Street, Spanish Place, Manchester Street, Manchester Square, Hinde Street, Bentinck Street, Welbeck Street, Queen Anne Street, Wimpole Street and New Cavendish Street.

This Quietway will connect with other proposed cycle routes on the Central London Cycle Grid, and the potential alignment of Cycle Superhighway 11, which is planned along Portland Place and subject to consultation by Transport for London in March 2016. This Quietway will connect to existing cycle routes in Hyde Park and Howland Street and Maple Street in the London Borough of Camden.

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

Pre-public consultation

The pre-consultation phase included the following aspects:

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

Public consultation overview

Public consultation started on 25th January 2016 and ended on 29th February 2016.

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

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

Approach to consultation

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

- **Letters were sent to stakeholders within a 100m radius along the route of the Quietway including residents, businesses and schools.** The letter is shown in Appendix B. Approximately 6,800 letters were posted. The letter distribution area is shown in Appendix C. Authored by Councillor Heather Acton, Cabinet Member for Sustainability and Parking, the letter helped to explain the proposed specific interventions along the proposed cycle route and their likely impacts. The letter included the web address where design proposals could be seen and commented on. The letter also included information on how to request hard copy plans of proposals.
- **Letters were also emailed to approximately 270 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. **98 people accessed the online questionnaire - of these, 92 completed the questionnaire. 1 paper questionnaire was also submitted.** Only completed questionnaires were retained for analysis. The questionnaire is shown in Appendix E. To help understand opinions, the route was divided into 15 sections:
 - Stanhope Place
 - Connaught Square
 - Connaught Street
 - Porchester Place
 - Kendal Street
 - George Street
 - Manchester Street
 - Spanish Place
 - Manchester Square
 - Hinde Street
 - Bentinck Street
 - Wimpole Street
 - Welbeck Street
 - Queen Anne Street
 - New Cavendish Street
- **Public exhibitions were held on the 10th February 2016 and the 13th February 2016 at Marylebone Library, Macintosh House, 54 Beaumont Street, W1G 6DW.** This provided an opportunity for members of the public to view proposals, and to discuss them with the design team. A questionnaire was provided (consistent with the online form) to capture views. **Attendance was good - around 30 people attended these events.**
- Responses were encouraged through the online questionnaire. In addition, **an email address and a telephone number** were provided to allow respondents to share their views with the design team. **Approximately 15 emails were received** (Appendix F).
- Westminster City Council's Policy, Performance and Communications team issued press releases and used social media to encourage awareness of the consultation.

Findings

- Respondents indicated that they principally found out about the proposals by:
 - Receiving a letter from Westminster City Council (48 responses)
 - Social Media (12 responses)
 - Websites (12 responses)
 These responses accounted for 77% of the answers.
- **Overall, the respondents expressed mixed views with a tendency towards a lack of support for the proposals. Along the length of the route:**
 - **34% of respondents stated that they "strongly support" or "tend to support" the proposals.**

- **6% of respondents stated that they “support some elements but not all”.**
- **5% of respondents stated that they “neither support nor oppose” the proposals.**

- **47% of respondents stated that they “tend to oppose” or “strongly oppose” the proposals.**
- **8% stated that they “don’t know”.**

- Among respondents who entered a home postcode which is within the City of Westminster (58 people), referred to as **Residents** in Appendix G, there is a **lack of support** for the proposals. 30% stated that they “strongly support” or “tend to support” the proposals. A further 7% “support some elements but not all”. 7% stated that they “neither support nor oppose” the proposals. 45% stated that they “tend to oppose” or “strongly oppose” the proposals. Finally, 11% stated that they “don’t know”.
- Among respondents who entered a home postcode which is outside of the City of Westminster (35 people), referred to as **Non-Residents** in Appendix G, 41% stated that they “strongly support” or “tend to support” the proposals. A further 6% “support some elements but not all”. 2% stated that they “neither support nor oppose” the proposals. 49% stated that they “tend to oppose” or “strongly oppose” the proposals. Finally, 2% stated that they “don’t know”.
- Among respondents who cycle every day or a few times a week (41 people), referred to as **Cyclists** in Appendix G, there is **strong support** for the proposals. 63% stated that they “strongly support” or “tend to support” the proposals. A further 10% “support some elements but not all”. 3% stated that they “neither support nor oppose” the proposals. 19% stated that they “tend to oppose” or “strongly oppose” the proposals. Finally, 5% stated that they “don’t know”.
- Among respondents who cycle once a week or less (52 people), referred to as **Non-Cyclists** in Appendix G, 11% stated that they “strongly support” or “tend to support” the proposals. A further 3% “support some elements but not all”. 6% stated that they “neither support nor oppose” the proposals. 69% stated that they “tend to oppose” or “strongly oppose” the proposals. Finally, 10% stated that they “don’t know”.
- The majority of respondents stated that they “agree” or “strongly agree” that their enjoyment of central London and of the City of Westminster is affected by air quality (57%), overcrowded public transport systems (54%) and traffic congestion (68%).
- 31% of the respondents stated that in the area being consulted on, the cycling conditions are currently “very good” or “fairly good”, 38% stated that they are “neither good nor poor” and 31% stated that they are “fairly poor” or “very poor”.
- 43% of respondents said they “strongly agree” or “agree” that they would be more likely to cycle in central London if there was a network of easy to follow, quiet cycle routes, whilst 46% stated that they “disagree” or “strongly disagree”.
- **Data analysis and charts summarising this data are shown in Appendix G.**
- Along the length of the route, respondents expressed mixed views for each section of proposals:

Section	Number of respondents who stated that they “strongly support” or “tend to support” the proposals or “support some elements but not all” (%)	Number of respondents who stated that they “tend to oppose” or “strongly oppose” the proposals (%)
Stanhope Place	43%	49%
Connaught Square	39%	47%
Connaught Street	40%	47%
Porchester Place	41%	47%

Kendal Street	43%	46%
George Street	42%	47%
Manchester Street	42%	43%
Spanish Place	42%	41%
Manchester Square	43%	43%
Hinde Street	42%	42%
Bentinck Street	36%	46%
Wimpole Street	37%	51%
Welbeck Street	39%	51%
Queen Anne Street	37%	48%
New Cavendish Street,	40%	54%

Key Themes

A number of key themes were raised during consultation.

- Based on consultation feedback received online, there is less support for proposals for this **Quietway**, compared to other routes which have recently been consulted upon. Overall, 47% of respondents stated that they “tend to oppose” or “strongly oppose” the proposals, whereas 41% expressed support or partial support for the proposals. It should be noted however that only 93 respondents expressed their views, of whom 63% stated that they are Westminster residents.
- There are concerns over **road capacity issues** and concerns over potential losses of **parking spaces** particularly in Stanhope Place and New Cavendish Street; along New Cavendish Street there are concerns over potential restrictions to deliveries and emergency vehicle access due to the proposed narrowing of the westbound carriageway.
- There are some concerns over **road widths** and volumes of traffic along some streets along this route, which can create difficult conditions for more vulnerable cyclists. Guidance for “cycle friendly” streets encourages road widths which accommodate cycle traffic either in primary position (in the centre of a general traffic lane) or in secondary position (about 1m from the kerb edge, where there is adjacent space for motor vehicles to pass comfortably). In practice, it is difficult to achieve ideal carriageway widths for cycle traffic along this route in central London whilst balancing the needs of other road users, managing kerbside activity, and minimising adverse impacts on network resilience.
- There are calls to allocate more **space for cycling**; some respondents have indicated that cycle lanes are disrupted by parked cars. There is very heavy demand for kerbside activity along many streets in the City of Westminster. The design team believes the proposals put forward in public consultation provide a sensible balance between different demands for highway space, whilst accommodating legible routes for cycle traffic.
- Some comments were received relating to **route directness**, with more direct alignments being suggested for some sections of this proposed Quietway. However, in most instances, there are reasons why these alternative suggestions cannot form part of a coherent, connected, east-west cycle route. For instance, some people think that Upper Berkeley Street could offer a more direct route than George Street. However, Upper Berkeley Street leads to a one-way eastbound section of Portman Square, and a diversion would therefore be needed for westbound cycle traffic.
- There are some concerns over the perceived **behaviour** of some cyclists, who are perceived to not adhere to the Highway Code. The design team believes that a more comprehensive programme of enforcement and education could be developed to help mitigate some of these concerns, working with Transport for London, Westminster City Council, other authorities and groups to help encourage and enforce safe behaviour on highways in the City of Westminster amongst all road users.

- Among Westminster residents, another key theme that emerged was concern about **congestion** impacts of these proposals. It was also noted that there are multiple instances of residents' responses where support for cycling as a sustainable mode of travel is expressed.

Recommendations

There is generally an overall lack of support for the proposals among residents and non-residents alike. 45% of respondents who said they have a Westminster postcode as their home address oppose or partially oppose the proposals, and 37% support or partially support these proposals.

Based on the outcome of consultation, it is recommended to consider key issues and themes raised during consultation to help inform the decision by Westminster City Council to continue the design and implementation of this proposed Quietway.

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

General recommendations:

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

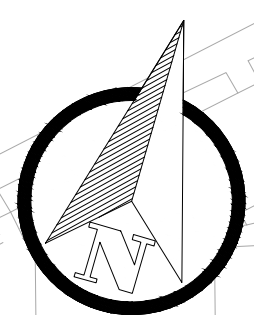
East of Baker Street:

- Co-ordinate this Quietway with proposals for TfL's proposals for Cycle Superhighway 11. This may mean delaying further design and implementation of this Quietway whilst TfL's Cycle Superhighway 11 scheme is under development.
- Co-ordinate this Quietway with proposals for the Baker Street Two-way scheme, and consider undertaking public realm improvements at Manchester Square that provide a balance between the needs for general traffic, kerbside activity and cycle provision, whilst retaining a sense of place and high quality environment. This may mean delaying further design and implementation of this Quietway whilst Baker Street Two-way scheme is under development.

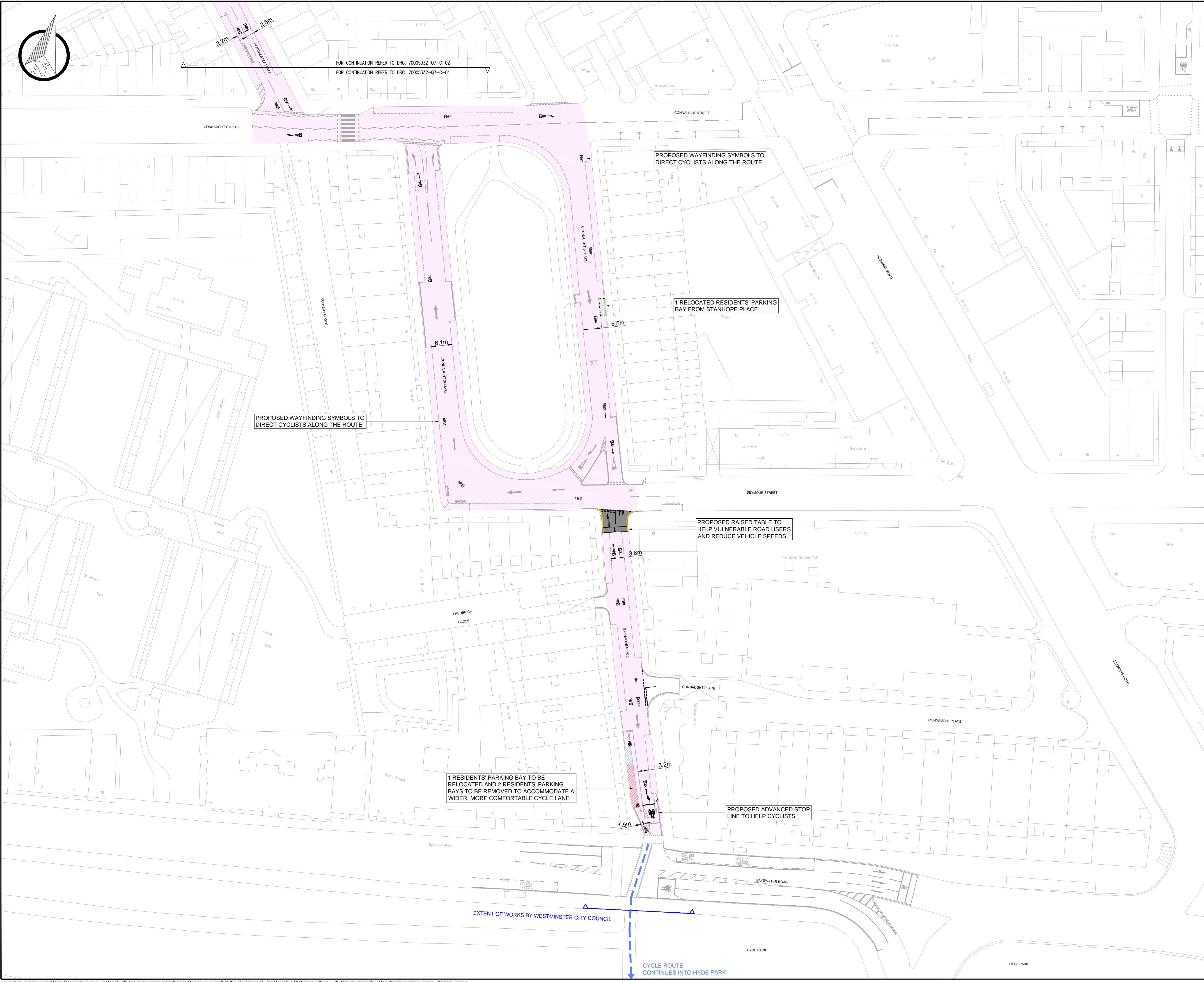
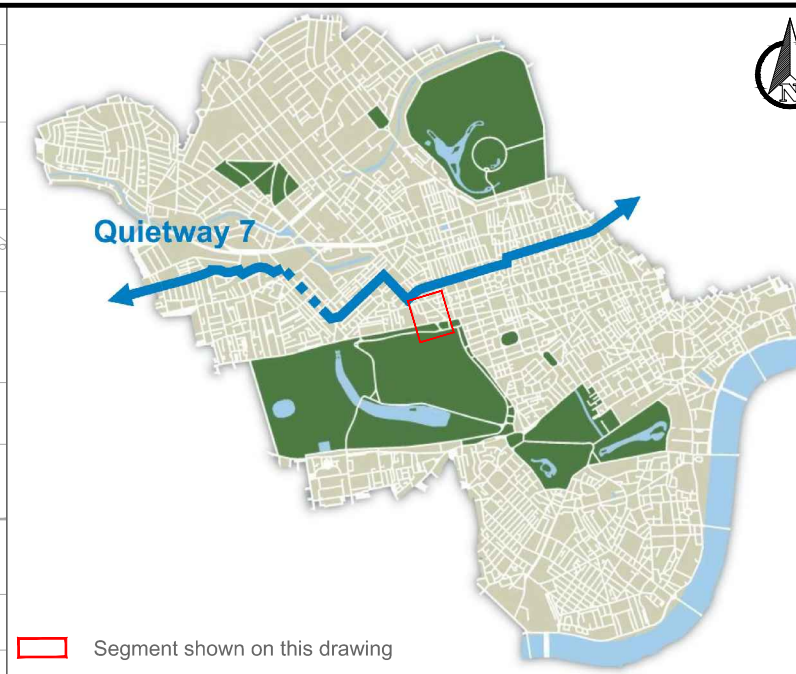
West of Baker Street:

- Ensure co-ordination with TfL design proposals for the TLRN junction of Edgware Road, Kendal Street and George Street. As of 29 April 2016, TfL has not yet provided a programme for the design or delivery of changes at this junction.
- Continue coordination of this Quietway at Bryanston Square, with the alignment of an adjacent Quietway from St John's Wood to Marylebone.
- Subject to TfL funding, consider complementary cycling measures along Portsea Place to help southbound cycle traffic. It is likely that Portsea Place may be more heavily used by cycle traffic following the implementation of this Quietway because Portsea Place provides a more direct cut-through for some southbound cycle traffic. Therefore it would be sensible to ensure southbound cycle traffic can be accommodated more safely on Portsea Place

Appendix A – Proposals presented during public consultation



FOR CONTINUATION REFER TO DRG. 70005332-07-C-02
 FOR CONTINUATION REFER TO DRG. 70005332-07-C-01



- KEY**
- Segment shown on this drawing
 - PROPOSED RAISED JUNCTION (MATERIAL AND SPECIFICATION STILL TO BE CONFIRMED)
 - PROPOSED 750X600X63mm CONCRETE PAVERS
 - NEW FINE PICKED GRANITE SETTS 'MID GREY' 250X150X100mm MACHINED 5 SIDES, FAIR PICKED TOP
 - PROPOSED 400x400x63mm YORK STONE PAVERS
 - PROPOSED FOOTWAY MASTIC ASPHALT 30mm THICK ON 100mm C15 WET LEAN CONCRETE BASE
 - PROPOSED BUFF SURFACING
 - PROPOSED RAMP
 - PROPOSED 300x200mm GRANITE KERB
 - PROPOSED 300x200mm CHAMFER KERB
 - PROPOSED 300x200mm FLUSH GRANITE KERB WITH DROPPER
 - PROPOSED YELLOW LINE MARKINGS
 - PROPOSED WHITE LINE MARKING
 - PROPOSED CYCLE SYMBOL (WAYFINDING MARKER TO BE CONFIRMED)
 - PARKING BAYS TO BE RELOCATED
 - PROPOSED/ RELOCATED PARKING BAY
 - PARKING BAY TO BE REMOVED
 - EXISTING DIRECTION OF TRAVEL
 - EXISTING KERB
 - EXISTING LINE MARKING
 - ADJOINING CYCLE ROUTE
 - BOROUGH BOUNDARY
 - AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME
 - ROUTE ALIGNMENT

REV	DATE	BY	DESCRIPTION	CHK	APP
A	25/01/2016	CEP	FIRST ISSUE	RH	NW

CONSULTATION

CLIENT

City of Westminster

PROJECT

CENTRAL LONDON CYCLE GRID
 QUIETWAY ROUTE HYDE PARK TO
 LONDON BOROUGH OF CAMDEN

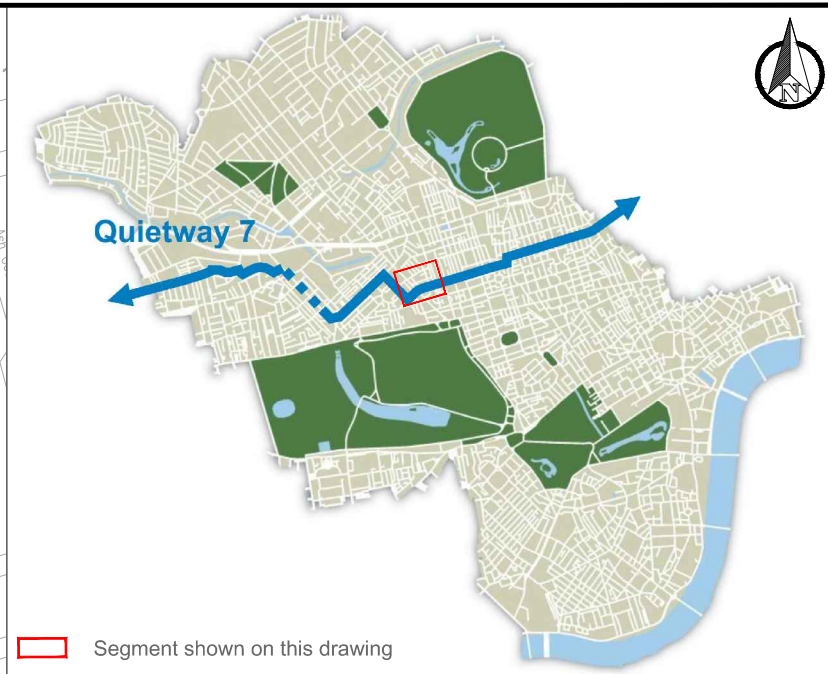
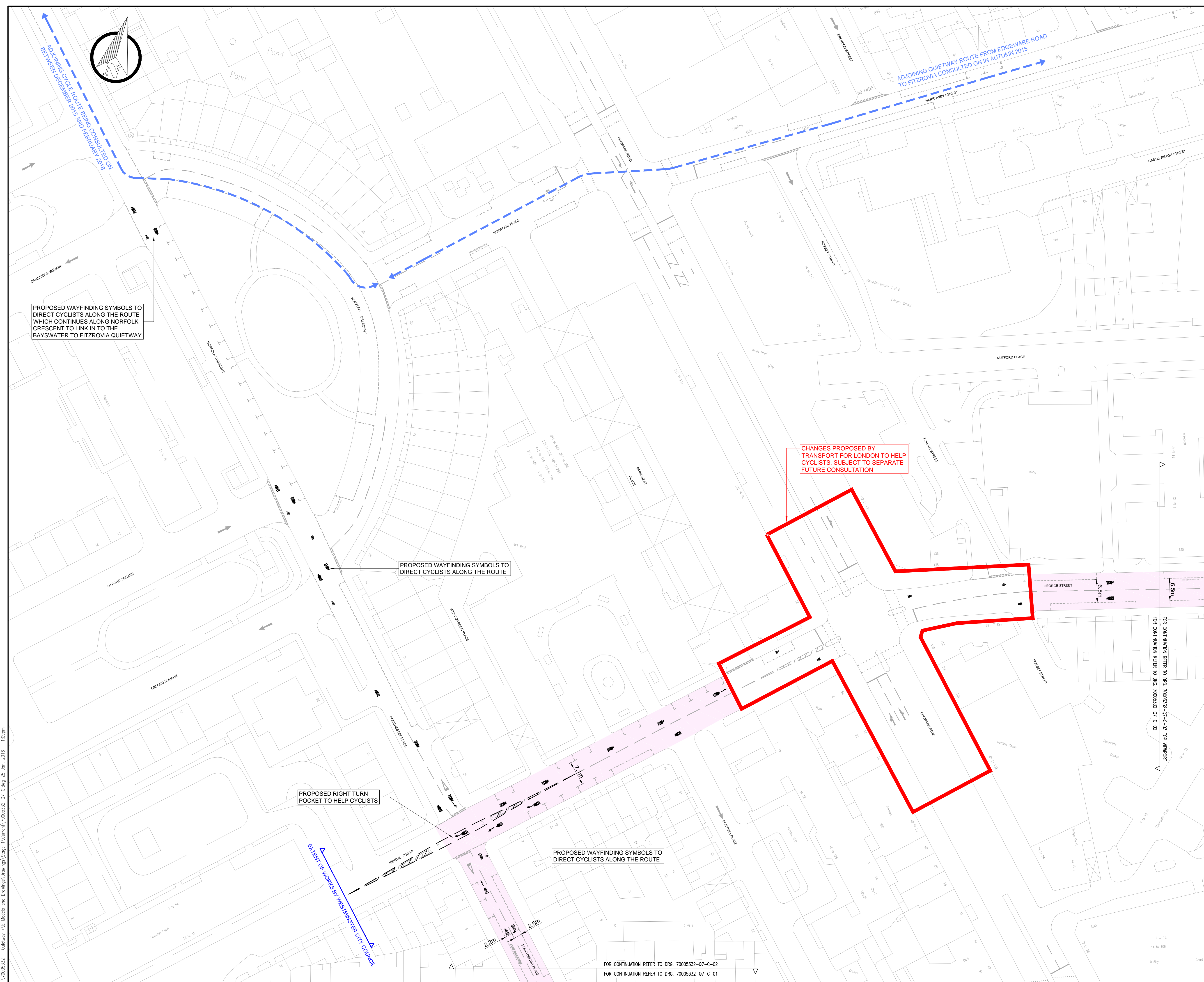
TITLE

HYDE PARK TO NEW CAVENDISH STREET
 WITHIN THE CITY OF WESTMINSTER

SHEET 1 OF 6

SCALE @ A1	DATE	DESIGNED/DRAWN	CHECKED	APPROVED	SHEET
1:500	23/11/15	CEP	RH	NW	A1
JOB No.	FMC PROJECT No.	BREF/DSB No.			
70005332	WA1406KQ8	BR 21506			
DRAWING No.					REV.
70005332-Q7-C-01					A

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. (WCC)(LA 10009597)



- KEY**
- Segment shown on this drawing
 - PROPOSED RAISED JUNCTION (MATERIAL AND SPECIFICATION STILL TO BE CONFIRMED)
 - PROPOSED 750X600X63mm CONCRETE PAVERS
 - NEW FINE PICKED GRANITE SETTS 'MID GREY' 250X150X100mm MACHINED 5 SIDES, FAIR PICKED TOP
 - PROPOSED 400x400x63mm YORK STONE PAVERS
 - PROPOSED FOOTWAY MASTIC ASPHALT 30mm THICK ON 100mm C15 WET LEAN CONCRETE BASE
 - PROPOSED BUFF SURFACING
 - PROPOSED RAMP
 - PROPOSED 300x200mm GRANITE KERB
 - PROPOSED 300x200mm CHAMFER KERB
 - PROPOSED 300x200mm FLUSH GRANITE KERB WITH DROPPER
 - PROPOSED YELLOW LINE MARKINGS
 - PROPOSED WHITE LINE MARKING
 - PROPOSED CYCLE SYMBOL (WAYFINDING MARKER TO BE CONFIRMED)
 - PARKING BAYS TO BE RELOCATED
 - PROPOSED/ RELOCATED PARKING BAY
 - PARKING BAY TO BE REMOVED
 - EXISTING DIRECTION OF TRAVEL
 - EXISTING KERB
 - EXISTING LINE MARKING
 - ADJOINING CYCLE ROUTE
 - BOROUGH BOUNDARY
 - AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME
 - ROUTE ALIGNMENT

REV	DATE	BY	DESCRIPTION	CHK	APP
A	25.01.2016	CEP	FIRST ISSUE	RH	NW

CONSULTATION

25 Mandala Way, London, SE1 5SZ
www.fconway.co.uk www.wspgroup.com



PROJECT

CENTRAL LONDON CYCLE GRID
QUIETWAY ROUTE HYDE PARK TO
LONDON BOROUGH OF CAMDEN

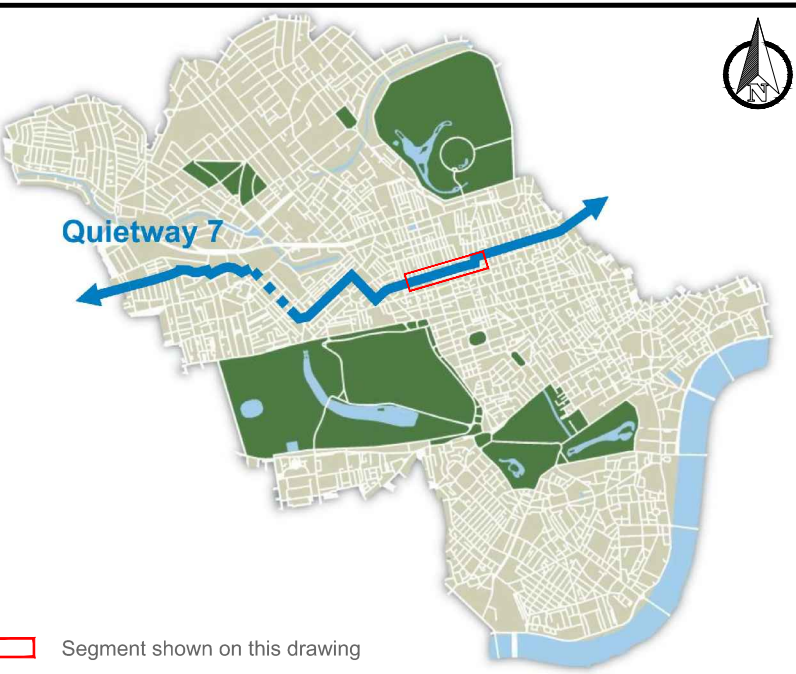
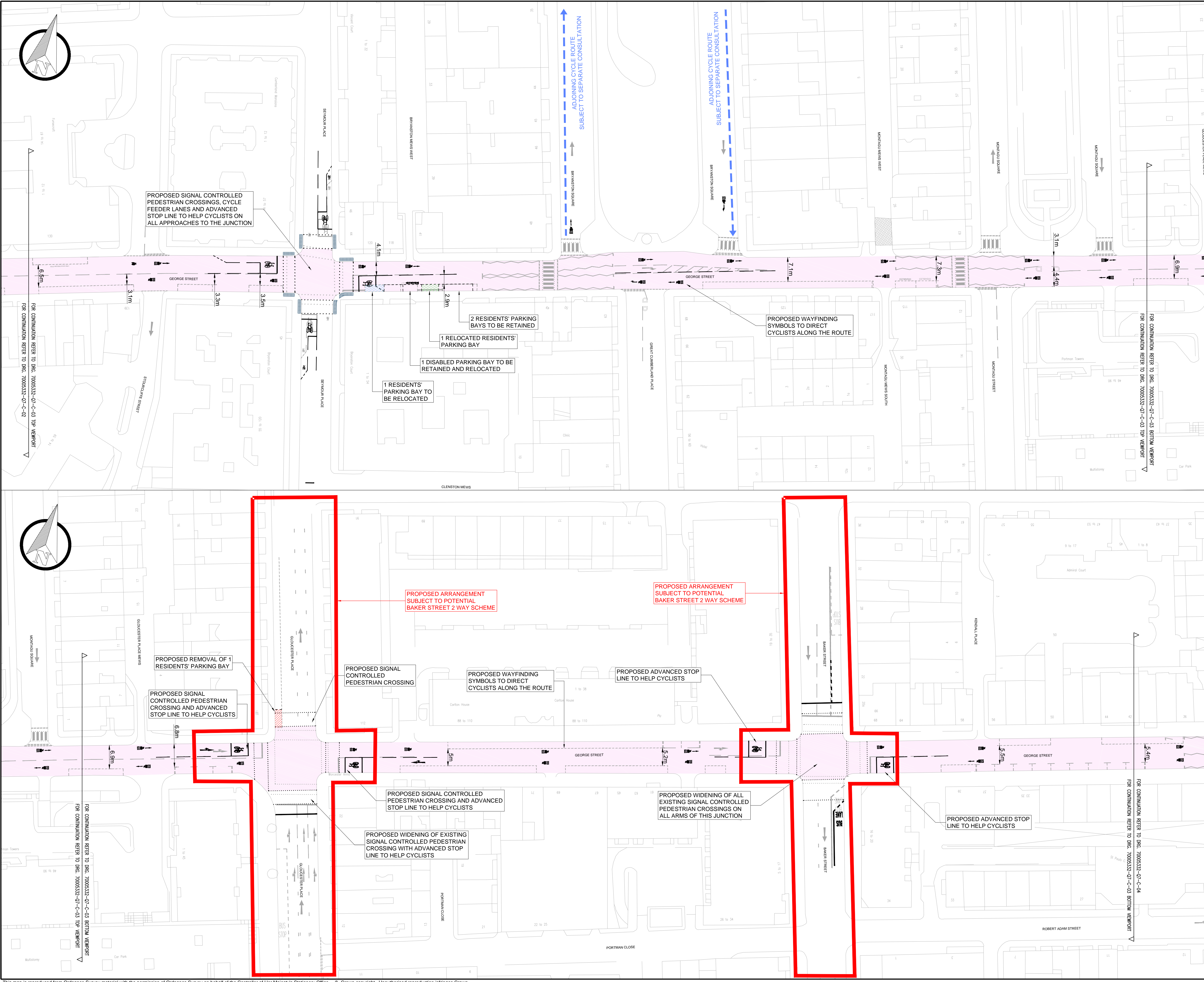
TITLE

HYDE PARK TO NEW CAVENDISH STREET
WITHIN THE CITY OF WESTMINSTER

SHEET 2 OF 6

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:500	23/11/15	CEP	RH	NW	A1
JOB No.	FMC PROJECT No.	BREF/DSS No.			
70005332	WA1406KQ8	BR 21506			
DRAWING No.					REV.
70005332-Q7-C-02					A

70005332 - Quietway 7/E. Models and Drawings/Drawings/Stage 1/Current/70005332-Q7-C-02.dwg 25 Jun 2016 - 10:59am



- KEY**
- Segment shown on this drawing
 - PROPOSED RAISED JUNCTION (MATERIAL AND SPECIFICATION STILL TO BE CONFIRMED)
 - PROPOSED 750X600X63mm CONCRETE PAVERS
 - NEW FINE PICKED GRANITE SETTS 'MID GREY' 250X150X100mm MACHINED 5 SIDES, FAIR PICKED TOP
 - PROPOSED 400x400x63mm YORK STONE PAVERS
 - PROPOSED FOOTWAY MASTIC ASPHALT 30mm THICK ON 100mm C15 WET LEAN CONCRETE BASE
 - PROPOSED BUFF SURFACING
 - PROPOSED RAMP
 - PROPOSED 300x200mm GRANITE KERB
 - PROPOSED 300x200mm CHAMFER KERB
 - PROPOSED 300x200mm FLUSH GRANITE KERB WITH DROPPER
 - PROPOSED YELLOW LINE MARKINGS
 - PROPOSED WHITE LINE MARKING
 - PROPOSED CYCLE SYMBOL (WAYFINDING MARKER TO BE CONFIRMED)
 - PARKING BAYS TO BE RELOCATED
 - PROPOSED/ RELOCATED PARKING BAY
 - PARKING BAY TO BE REMOVED
 - EXISTING DIRECTION OF TRAVEL
 - EXISTING KERB
 - EXISTING LINE MARKING
 - ADJOINING CYCLE ROUTE
 - BOROUGH BOUNDARY
 - AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME
 - ROUTE ALIGNMENT

A		25/01/2016	CEP	FIRST ISSUE	RH	NW
REV	DATE	BY	DESCRIPTION	CHK	APD	

CLIENT

City of Westminster

PROJECT

CENTRAL LONDON CYCLE GRID
QUIETWAY ROUTE HYDE PARK TO
LONDON BOROUGH OF CAMDEN

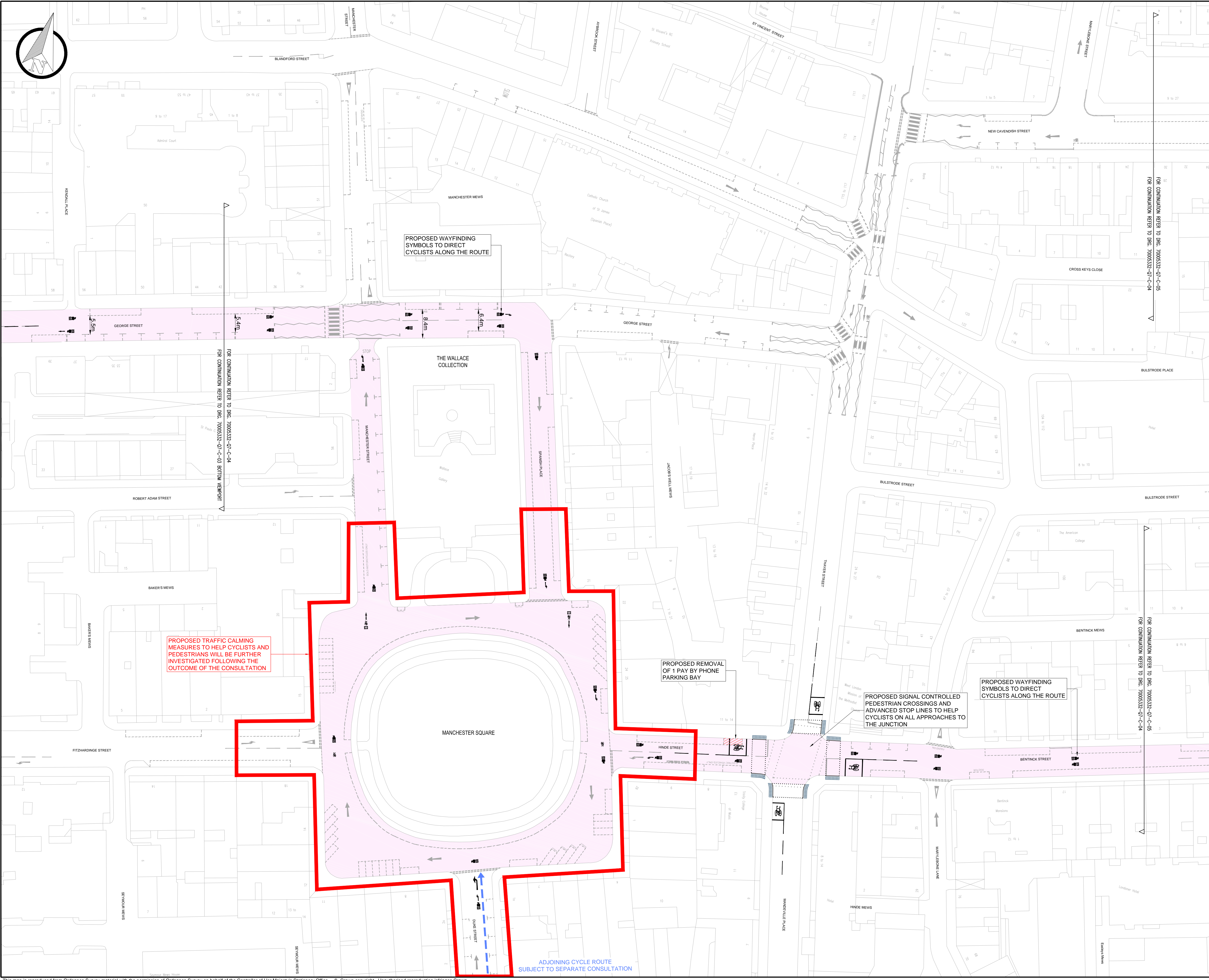
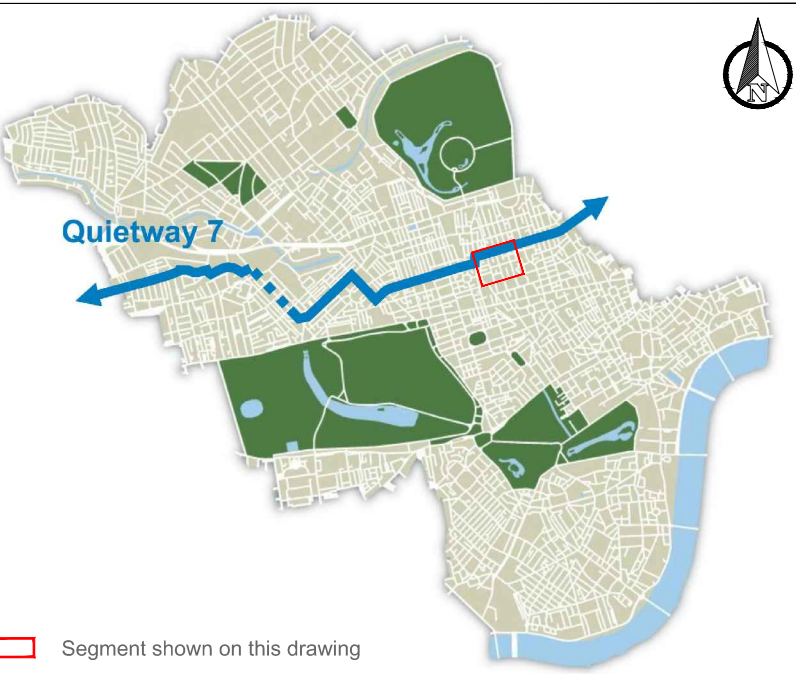
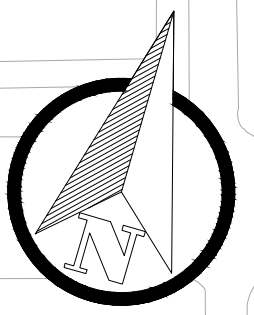
TITLE

HYDE PARK TO NEW CAVENDISH STREET
WITHIN THE CITY OF WESTMINSTER

SHEET 3 OF 6

SCALE @ A1	DATE	DESIGNED/DRAWN	CHECKED	APPROVED	SHEET
1:500	23/11/15	CEP	RH	NW	A1
JOB No.	FMC PROJECT No.	BREF/DSS No.			
70005332	WA1406KQ8	BR 21506			
DRAWING No.					REV.
70005332-Q7-C-03					A

T:\70005332 - Quietway 7 - E. Models and Drawings\Drawings\Stage 1\Drawings\70005332-Q7-C-03-C-03 TOP VIEWPORT 25 Jun 2016 - 10:50am
 This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. (WCC)LA 10009597



- KEY**
- Segment shown on this drawing
 - PROPOSED RAISED JUNCTION (MATERIAL AND SPECIFICATION STILL TO BE CONFIRMED)
 - PROPOSED 750X600X63mm CONCRETE PAVERS
 - NEW FINE PICKED GRANITE SETTS 'MID GREY' 250X150X100mm MACHINED 5 SIDES, FAIR PICKED TOP
 - PROPOSED 400x400x63mm YORK STONE PAVERS
 - PROPOSED FOOTWAY MASTIC ASPHALT 30mm THICK ON 100mm C15 WET LEAN CONCRETE BASE
 - PROPOSED BUFF SURFACING
 - PROPOSED RAMP
 - PROPOSED 300x200mm GRANITE KERB
 - PROPOSED 300x200mm CHAMFER KERB
 - PROPOSED 300x200mm FLUSH GRANITE KERB WITH DROPPER
 - PROPOSED YELLOW LINE MARKINGS
 - PROPOSED WHITE LINE MARKING
 - PROPOSED CYCLE SYMBOL (WAYFINDING MARKER TO BE CONFIRMED)
 - PARKING BAYS TO BE RELOCATED
 - PROPOSED/ RELOCATED PARKING BAY
 - PARKING BAY TO BE REMOVED
 - EXISTING DIRECTION OF TRAVEL
 - EXISTING KERB
 - EXISTING LINE MARKING
 - ADJOINING CYCLE ROUTE
 - BOROUGH BOUNDARY
 - AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME
 - ROUTE ALIGNMENT

PROPOSED TRAFFIC CALMING MEASURES TO HELP CYCLISTS AND PEDESTRIANS WILL BE FURTHER INVESTIGATED FOLLOWING THE OUTCOME OF THE CONSULTATION

PROPOSED WAYFINDING SYMBOLS TO DIRECT CYCLISTS ALONG THE ROUTE

PROPOSED REMOVAL OF 1 PAY BY PHONE PARKING BAY

PROPOSED SIGNAL CONTROLLED PEDESTRIAN CROSSINGS AND ADVANCED STOP LINES TO HELP CYCLISTS ON ALL APPROACHES TO THE JUNCTION

PROPOSED WAYFINDING SYMBOLS TO DIRECT CYCLISTS ALONG THE ROUTE

ADJOINING CYCLE ROUTE SUBJECT TO SEPARATE CONSULTATION

A	15/01/2016	CEP	FIRST ISSUE	RH	NW
REV	DATE	BY	DESCRIPTION	CHK	APP

CONSULTATION

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

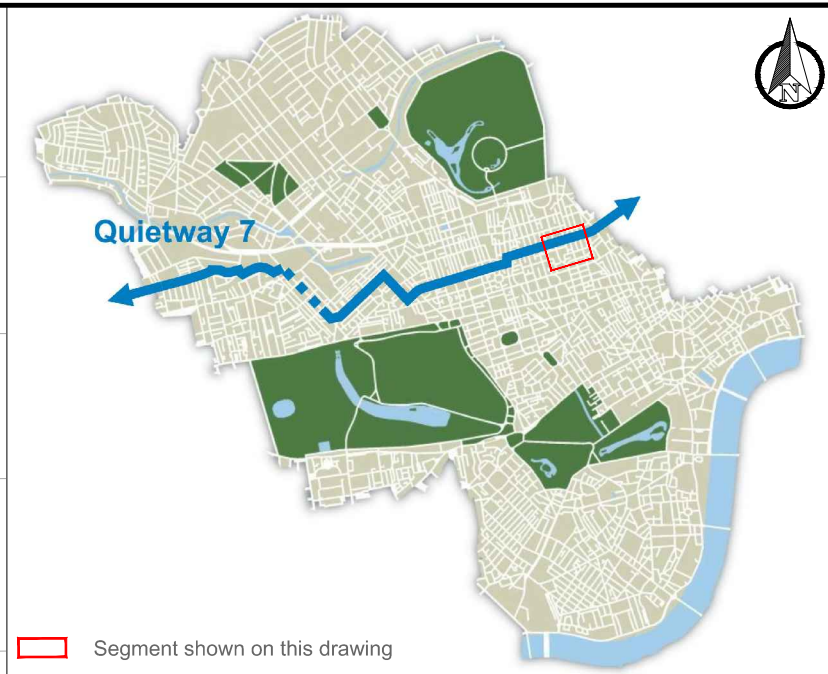
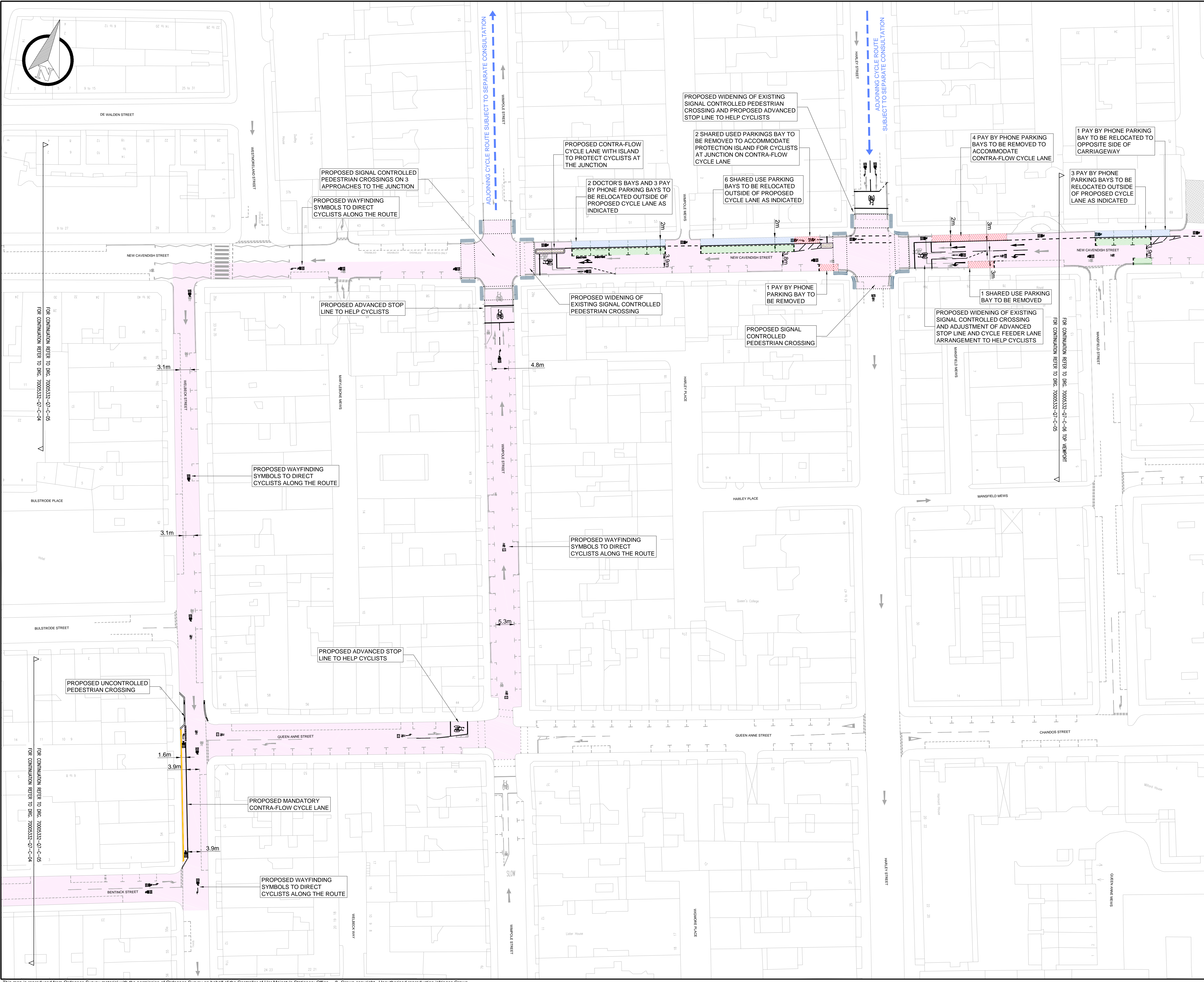
City of Westminster

PROJECT
CENTRAL LONDON CYCLE GRID
QUIETWAY ROUTE HYDE PARK TO LONDON BOROUGH OF CAMDEN

TITLE
HYDE PARK TO NEW CAVENDISH STREET
WITHIN THE CITY OF WESTMINSTER

SHEET 4 OF 6

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:500	23/11/15	CEP	RH	NW	A1
JOB No.	FMC PROJECT No.	BREF/DSS No.			
70005332	WA1406KQ8	BR 21506			
DRAWING No.					REV.
70005332-Q7-C-04					A



KEY

- Segment shown on this drawing
- PROPOSED RAISED JUNCTION (MATERIAL AND SPECIFICATION STILL TO BE CONFIRMED)
- PROPOSED 750X600X63mm CONCRETE PAVERS
- NEW FINE PICKED GRANITE SETTS 'MID GREY' 250X150X100mm MACHINED 5 SIDES, FAIR PICKED TOP
- PROPOSED 400x400x63mm YORK STONE PAVERS
- PROPOSED FOOTWAY MASTIC ASPHALT 30mm THICK ON 100mm C15 WET LEAN CONCRETE BASE
- PROPOSED BUFF SURFACING
- PROPOSED RAMP
- PROPOSED 300x200mm GRANITE KERB
- PROPOSED 300x200mm CHAMFER KERB
- PROPOSED 300x200mm FLUSH GRANITE KERB WITH DROPPER
- PROPOSED YELLOW LINE MARKINGS
- PROPOSED WHITE LINE MARKING
- PROPOSED CYCLE SYMBOL (WAYFINDING MARKER TO BE CONFIRMED)
- PARKING BAYS TO BE RELOCATED
- PROPOSED/ RELOCATED PARKING BAY
- PARKING BAY TO BE REMOVED
- EXISTING DIRECTION OF TRAVEL
- EXISTING KERB
- EXISTING LINE MARKING
- ADJOINING CYCLE ROUTE
- BOROUGH BOUNDARY
- AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME
- ROUTE ALIGNMENT

REV	DATE	BY	DESCRIPTION	CHK	APP
A	25/01/2016	CEP	FIRST ISSUE	RH	NW

DRAWING STATUS: **CONSULTATION**

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

CLIENT: **City of Westminster**

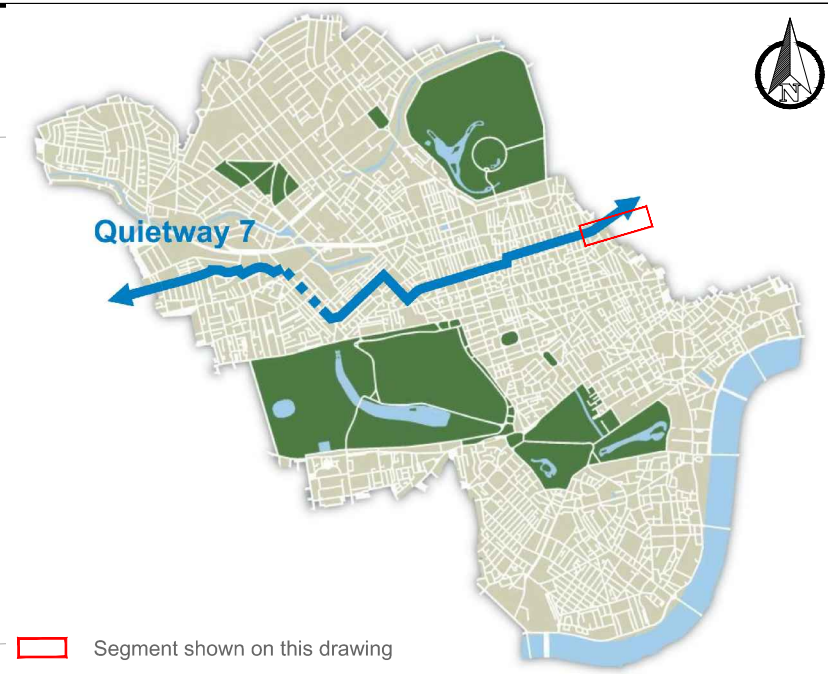
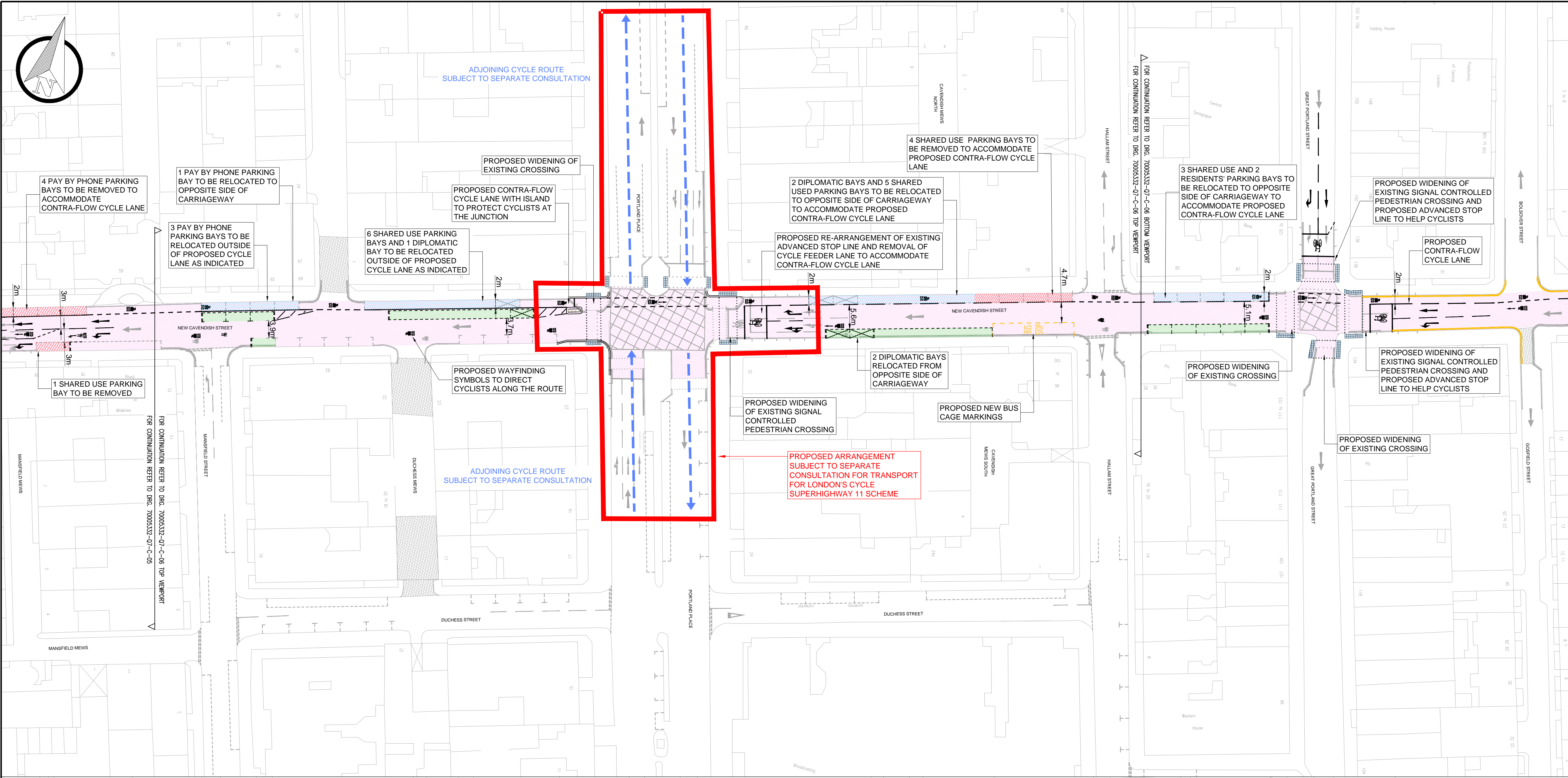
PROJECT: **CENTRAL LONDON CYCLE GRID**
QUIETWAY ROUTE HYDE PARK TO LONDON BOROUGH OF CAMDEN

TITLE: **HYDE PARK TO NEW CAVENDISH STREET**
WITHIN THE CITY OF WESTMINSTER

SHEET 5 OF 6

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:500	23/11/15	CEP	RH	NW	A1
JOB No:	FMC PROJECT No:	BREF/DSS No:			
70005332	WA1406KQ8	BR 21506			
DRAWING No:					REV.
70005332-Q7-C-05					A

T:\70005332 - Quietway 7 - Models and Drawings\Drawings\Stage 1\Drawings\70005332-Q7-C-05.dwg 25-Jan-2016 - 10:57am



KEY

- Segment shown on this drawing
- PROPOSED RAISED JUNCTION (MATERIAL AND SPECIFICATION STILL TO BE CONFIRMED)
- PROPOSED 750x600x63mm CONCRETE PAVERS
- NEW FINE PICKED GRANITE SETTS 'MID GREY' 250X150X100mm MACHINED 5 SIDES, FAIR PICKED TOP
- PROPOSED 400x400x63mm YORK STONE PAVERS
- PROPOSED FOOTWAY MASTIC ASPHALT 30mm THICK ON 100mm C15 WET LEAN CONCRETE BASE
- PROPOSED BUFF SURFACING
- PROPOSED RAMP
- PROPOSED 300x200mm GRANITE KERB
- PROPOSED 300x200mm CHAMFER KERB
- PROPOSED 300x200mm FLUSH GRANITE KERB WITH DROPPER
- PROPOSED YELLOW LINE MARKINGS
- PROPOSED WHITE LINE MARKING
- PROPOSED CYCLE SYMBOL (WAYFINDING MARKER TO BE CONFIRMED)
- PARKING BAYS TO BE RELOCATED
- PROPOSED/ RELOCATED PARKING BAY
- PARKING BAY TO BE REMOVED
- EXISTING DIRECTION OF TRAVEL
- EXISTING KERB
- EXISTING LINE MARKING
- ADJOINING CYCLE ROUTE
- BOROUGH BOUNDARY
- AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME
- ROUTE ALIGNMENT

A	25/01/2016	CEP	FIRST ISSUE	RH	NW
REV	DATE	BY	DESCRIPTION	CHK	APD

CONSULTATION

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

City of Westminster

PROJECT

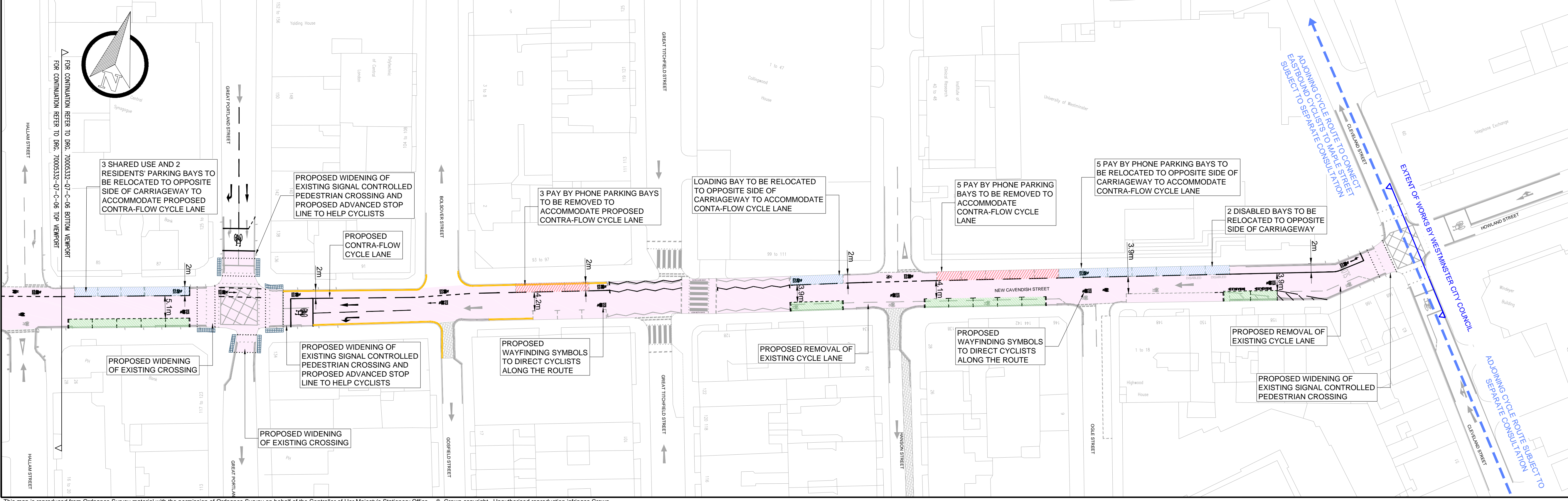
CENTRAL LONDON CYCLE GRID
QUIETWAY ROUTE HYDE PARK TO
LONDON BOROUGH OF CAMDEN

TITLE

HYDE PARK TO NEW CAVENDISH STREET
WITHIN THE CITY OF WESTMINSTER

SHEET 6 OF 6

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:500	23/11/15	CEP	RH	NW	A1
JOB No.	FMC PROJECT No.	BREF/DSS No.			
70005332	WA1406KQ8	BR 21506			
DRAWING No.					REV.
70005332-Q7-C-06					A



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. (WCC)JLA 10009597

Appendix B – Letter



Contact: cyclegrid@westminster.gov.uk
Phone: 020 7641 1109
Ref: CLCG_Q7
Date: 20th January 2016

Dear Sir / Madam

Consultation on the Central London Cycle Grid - Quietway from Hyde Park to Fitzrovia

Westminster City Council, in partnership with Transport for London and other local authorities, is supporting the delivery of a proposed Central London Cycle Grid. This Cycle Grid is being funded under the Mayor of London's Vision for Cycling, a 10-year plan delivering cycling improvements across London. The plan includes a network of Quietways and Cycle Superhighway routes, providing connected ways for cycling across central London.

This project aims to improve provisions for cycling on streets along a proposed Quietway route between Hyde Park and Fitzrovia. It will benefit all people who want to cycle in the area, particularly those wishing to avoid some of the busier, highly trafficked main roads. Improvements to pedestrian facilities have also been proposed as part of the scheme.

The section of this route being consulted on within the City of Westminster is approximately 3km in length. The streets affected by these proposals are Stanhope Place, Connaught Square, Connaught Street, Porchester Place, Norfolk Crescent, Kendal Street, George Street, Spanish Place, Manchester Street, Manchester Square, Hinde Street, Bentinck Street, Welbeck Street, Queen Anne Street, Wimpole Street, and New Cavendish Street.

This Quietway will connect with other proposed cycle routes on the Central London Cycle Grid, and the potential alignment of Cycle Superhighway 11, which is planned along Portland Place and subject to future consultation in early February 2016. This Quietway will connect to existing cycle routes in Hyde Park and Howland Street and Maple Street in the London Borough of Camden.

Proposed intervention measures

The proposed cycle route will use an existing cycle crossing from **Hyde Park to Stanhope Place**. To make this route more comfortable for cyclists, three residents' parking bays will be removed from Stanhope Place to accommodate a wider contraflow northbound cycle lane. An Advanced Stop Line facility is proposed at the junction of Stanhope Place and Bayswater Road to assist southbound cyclists. At the junction of Stanhope Place and **Seymour Street**, we are proposing to install a raised table, to help reduce vehicle speeds and assist cyclists and pedestrians.

In **Connaught Square, Connaught Street, Porchester Place and Norfolk Crescent**, we are proposing to place cycle wayfinding symbols on the road to help direct cyclists along the route of this Quietway. At the junction of **Kendal Street and Porchester Place**, a right-turn pocket is proposed to assist cyclists. Changes at the **Kendal Street / Edgware Road / George Street** junction will be designed and delivered by Transport for London and will be subject to separate consultation in June 2016.

Along **George Street, Manchester Street and Spanish Place** we are proposing to place cycle wayfinding symbols on the road to help direct cyclists along the route of this Quietway. At signalised junctions along **George Street**, we are proposing Advanced Stop Line facilities to help cyclists and signal controlled pedestrian crossings to assist pedestrians. Works will be coordinated with any potential changes relating to the proposed **Baker Street** Two-way scheme.

Around **Manchester Square**, we are proposing to install new zebra crossings at all entry and exit points. These crossings will help to reduce vehicle speeds and assist cyclists and pedestrians. This will require the

removal of several parking bays. At the **Hinde Street / Thayer Street** junction we are planning to introduce an Advanced Stop Line facility and signal controlled pedestrian crossings.

In **Welbeck Street**, a new contraflow cycle lane is proposed to accommodate northbound cyclists between **Bentinck Street** and **Queen Anne Street**. This will change the existing waiting and loading restrictions along the length of the proposed mandatory contraflow cycle lane to No Stopping At Any Time. Wayfinding symbols are also proposed to help guide cyclists along the route and an Advanced Stop Line facility at the junction of **Queen Anne Street** and **Wimpole Street** is proposed.

Along **New Cavendish Street**, east of its junction with **Wimpole Street**, we are proposing to accommodate two-way cycling by introducing a segregated eastbound contraflow cycle lane adjacent to the footway. This will provide a safe connection into the existing cycle network in **Maple Street**. To achieve this, we are proposing to alter the existing parking and loading bays to protect contraflow cyclists from the westbound general traffic. The proposals we are consulting on will reduce the width of the westbound carriageway to a single traffic lane and should make it easier for pedestrians to cross **New Cavendish Street**.

At all signalised junctions along **New Cavendish Street**, we are proposing to install Advanced Stop Line facilities to help cyclists and to improve the existing provision for pedestrian crossings.

Works will be coordinated with any future proposals for Cycle Superhighway 11, which is planned along **Portland Place**. Cycle Superhighway 11 will be subject to separate, future consultation led by Transport for London in early February 2016.

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 19th February 2016.

If you would prefer to view paper copies of proposals, please request these using the contact details on the top of this letter. Please include the reference number CLCG_Q7 when you contact us.

Public Exhibitions, where you will be able to ask questions and view plans will be held at Marylebone Library, Macintosh House, 54 Beaumont Street, W1G 6DW on:

- Saturday 13th February (10am -2pm)
- Wednesday 10th February (4pm - 7pm)

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

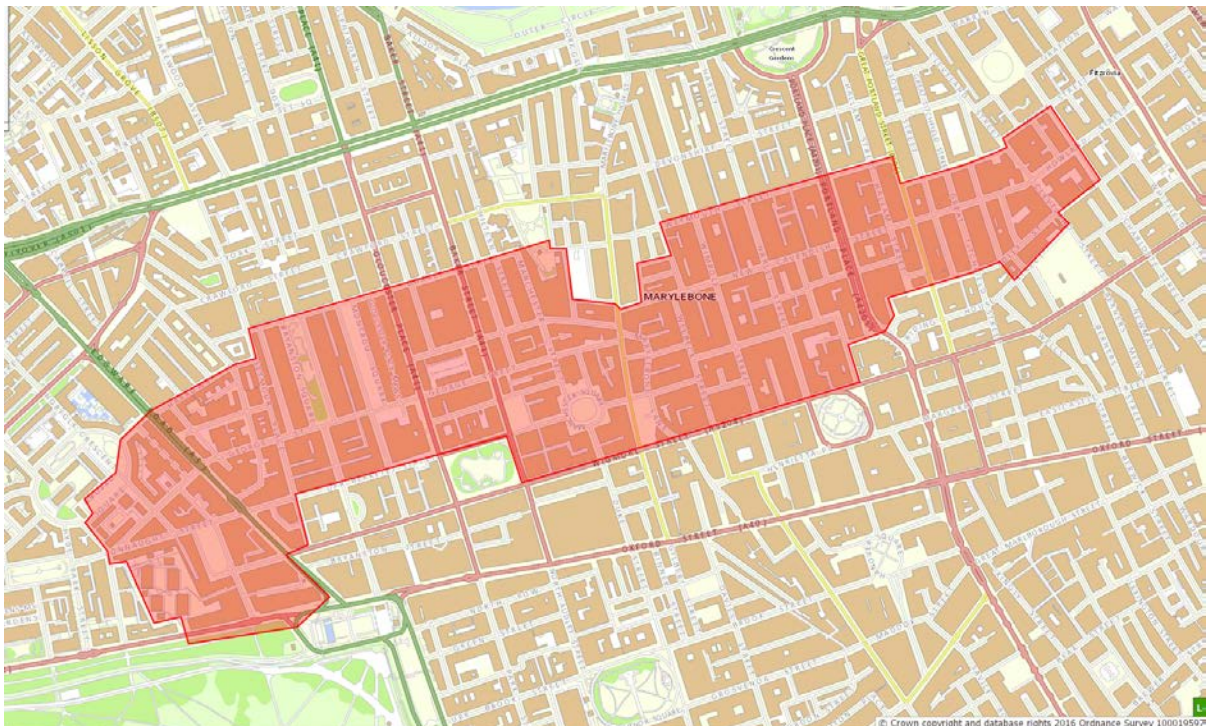
Yours faithfully,

Councillor Heather Acton



Cabinet Member for Sustainability and Parking

Appendix C – Extents of Letter Drop



Letter drop zone for Quietway Hyde Park to Fitzrovia

A distance of approximately 100m on either side of the route alignment was defined by Westminster City Council for the letter drop area. The letter drop zone comprises approximately 6,800 addresses.

Appendix D – Key Stakeholders Contacted

	15 Portman Square Tenants' Association
	Bayswater Residents Association
	Dorset Square Trust
	Fitzhardinge House Tenants' Association
	Fitzrovia Neighbourhood Association
	Marylebone Association
	Marylebone Association
	Marylebone Association
	North Paddington Society
	Star Street Association
	The Westminster Society
	Wessex Gardens Residents' Association
	Westminster Residents' Action Group
	20 is Plenty Campaign
	British Medical Association
	British Telecom National Noticing Centre
	Cab Shelter Fund
	Cable and Wireless
	Call Print
	Camden Cycling Campaign
	Confederation of Passenger Transport UK
	CTC
	Demartino Restaurant
	DP9 Consultants
	EDF Energy plc
	Efes 2 Restaurant
	Embassy of Sweden
	FM Conway
	FM Conway
	FM Conway
	FM Conway
	Licensed Private Hire Car Association
	Living Streets
	Living Streets
	London Ambulance
	London Ambulance
	London Ambulance
	London Ambulance
	London Cab Drivers Club
	London Chamber of Commerce
	London Cycling Campaign
	London Cycling Campaign
	London Cycling Campaign
	London TravelWatch
	Marylebone First
	Metropolitan Police Service
	Metropolitan Police Service
	Metropolitan Police Service
	National Grid
	National Grid

	National Grid
	National Grid
	National Grid
	National Grid
	Nokia
	North Marylebone Traffic Group
	Radisson SAS Portman Hotel
	RMT London Taxi Drivers' Branch
	Royal Institute of British Architects (RIBA)
	Royal Mail
	St Mary's Church
	Swiss embassy
	Taxi & Private Hire
	Thames Water Utilities
	The Arch Hotel
	The British Motorcyclists' Federation
	The Gardens Trust
	The Licensed Taxi Drivers' Association (LTDA)
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The Montcalm Hotel
	The Road Haulage Assoc. Ltd.
	Transport for All
	Unite the Union (Cab Section)
	Volunteer Centre Westminster
	Vice Chair Westminster Liberal Democrats
	Weatherby Preparatory School
	Westminster Living Streets Group
	Westminster Living Streets Group
	Westminster Living Streets Group
	Westminster Living Streets Group
	Westminster Property Association
	Westminster resident
	Westminster resident
	WSP-Parsons Brinckerhoff
	WSP-Parsons Brinckerhoff
	WSP-Parsons Brinckerhoff
	WSP-Parsons Brinckerhoff
	WSP-Parsons Brinckerhoff
	Fitzrovia West Neighbourhood Forum
	Marylebone Neighbourhood Forum
	Westbourne Neighbourhood Forum
	Connaught House School
	Halcyon London International School
	Hampden Gurney CofE Primary School

	International Community School
	L'Ecole Internationale Franco-Anglaise Ltd
	Portland Place School
	Abercorn School
	Queen's College Preparatory School
	Southbank International School
	Queen's College London
	St Marylebone CE School
	St Vincent's RC Primary School
	Sylvia Young Theatre School
	The St Marylebone Church of England Bridge School
	University of Westminster
	Wetherby Preparatory School
	Brunel Estate Residents Association
	City West Homes
	City West Homes
	City West Homes
	Hinde House Residents Association
	London Forum of Amenity & Civic Societies Residents
	SEBRA and South East Bayswater Residents Association
	West End Partnership and Soho Neighbourhood Forum
	Westminster Residents Panel
	St John's Church
	Marble Arch Marriott Hotel
	The King and Queen Public House (Cleveland Street)
	The Tower Tavern
	Campaign for Better Transport
	West London Synagogue
	Churchill Ryatt Regency Hotel
	St James's Church
	Durrants Hotel
	Wallace Collections
	Marylebone Hotel
	The Mandeville Hotel
	University College Hospital at Westmoreland Street
	King Edward VII Hospital
	Weymouth Street Hospital
	Holiday Inn Oxford Circus
	British Dental Association
	BBC Broadcasting House
	Columbian Consulate
	Chinese Embassy
	Embassy of Poland
	Kenya High Commission
	Institute of Physics
	Central Synagogue
	Victory Services Club
	Parkwood at Marble Arch
	Griffin House Hotel
	Cocomaya restaurant

	Connaught Village retail quarter
	Colbeh restaurant
	Mud Australia
	Mark Gallery
	Beirut Express café
	Abu Ali Restaurant
	Souli Café
	European School of Economics
	The Coach Makers PH
	The London Welbeck Hospital
	Ainsworth Pharmacy
	London Eye Hospital
	Nuffield Health London
	Stag's Head PH
	Nanis Café
	Royal college of Midwives
	The Ship PH

Appendix E – Questionnaire

Questionnaire for Consultation

Quietway route from Hyde Park to Fitzrovia

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

The section of this route being consulted on within the City of Westminster is approximately 3km in length. The streets affected by these proposals are Stanhope Place, Connaught Square, Connaught Street, Porchester Place, Norfolk Crescent, Kendal Street, George Street, Spanish Place, Manchester Street, Manchester Square, Hinde Street, Bentinck Street, Welbeck Street, Queen Anne Street, Wimpole Street, and New Cavendish Street.

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

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

by traffic congestion

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

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

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

6. To what extent do you support the proposals which are being consulted on at the moment along Stanhope Place?

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

7. To what extent do you support the proposals which are being consulted on at the moment in Connaught Square?

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

8. To what extent do you support the proposals which are being consulted on at the moment along Connaught Street?

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

9. To what extent do you support the proposals which are being consulted on at the moment along Porchester Place?

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

10. To what extent do you support the proposals which are being consulted on at the moment along Kendal Street?

- Strongly support
- Tend to support
- Support some elements but not all
- Neither support nor oppose
- Tend to oppose
- Strongly oppose

Don't know

11. To what extent do you support the proposals which are being consulted on at the moment along George Street?

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

12. To what extent do you support the proposals which are being consulted on at the moment along Manchester Street?

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

13. To what extent do you support the proposals which are being consulted on at the moment along Spanish Place?

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

14. To what extent do you support the proposals which are being consulted on at the moment in Manchester Square?

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

15. To what extent do you support the proposals which are being consulted on at the moment along Hinde Street?

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

16. To what extent do you support the proposals which are being consulted on at the moment along Bentinck Street?

- Strongly support
- Tend to support
- Support some elements but not all
- Neither support nor oppose

- Tend to oppose
- Strongly oppose
- Don't know

17. To what extent do you support the proposals which are being consulted on at the moment along Wimpole Street?

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

18. To what extent do you support the proposals which are being consulted on at the moment along Welbeck Street?

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

19. To what extent do you support the proposals which are being consulted on at the moment along Queen Anne Street?

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

20. To what extent do you support the proposals which are being consulted on at the moment along New Cavendish Street?

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

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

.....

.....

.....

.....

.....

22. 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

23. 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

24. What age bracket do you fall into?

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

25. Are you?

- Male
- Female

26. Do you consider yourself to have a disability?

- Yes
- No
- Prefer not to say

27. 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

28. 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 19th of February 2016