Cycle Superhighway 1: Motor traffic reduction scheme for the Wordsworth Road area (Hackney)
Consultation Report
July 2016
Executive summary

Between 6 October and 16 November 2015, we consulted on proposals for changes in the Wordsworth Road area as part of Cycle Superhighway Route 1 (CS1). This document explains the processes, responses and outcomes of the consultation.

We sent consultation notification letters to 9,000 addresses in the Wordsworth Road area, and sent details to approximately 1,000 stakeholders and 50,000 individuals on our email database.

We received 486 responses to consultation, of which 49% supported or partially supported our proposals.

A GP’s surgery in Barrett’s Grove organised a campaign against our proposals, and submitted 173 consultation responses which had been completed by patients. 90% of these opposed our proposals. The surgery also submitted a 250-name petition against the proposals.

The level of support and partial support from the 313 responses that were not submitted via the GP’s surgery was 72%.

The main themes raised during consultation are highlighted below, with detailed analysis in Appendix A on p33.

Issues raised by respondents

Of the 486 people who responded to this consultation, 360 provided a comment on the proposals in the open text field. The most frequently raised issues were:

- Positive comments supporting the principle of reducing through motor traffic in this area, saying it would be good for cycling, road safety, residents, pedestrians and the environment

- Concern that motor traffic journeys would take longer, that congestion in local roads would occur, and that motor traffic would be displaced to nearby main roads (including roads in the neighbouring borough of Islington) with potential for increased congestion and pollution

- Concern about the impact on patients, particularly elderly and disabled patients, who use the GP’s surgery in Barrett’s Grove, including fears the surgery would close

- Concern about the impact on users of other amenities in the area such as businesses, churches and schools

- Concern that cycling in Wordsworth Road presents a danger to pedestrians, particularly parents and children travelling to and from school, and calls for stricter enforcement of road rules
Our response to issues commonly raised during consultation can be found in Appendix B on p36.

Next steps

After considering all responses and after discussions with Hackney Council, the highway authority for the affected roads, we plan to go ahead with the scheme with the following changes:

- In response to feedback received during consultation, we will investigate installing a zebra crossing on Wordsworth Road between Bennett Road and Prince George Road. When the road closures are in place, we will monitor this location before deciding on whether to install a new zebra crossing.

- The road closures will be introduced using Experimental Traffic Management Orders, which are valid up to a maximum period of 18 months, the first 6 months of which form a statutory consultation period. Hackney Council will monitor the impact of the changes during the initial 6-month period and will undertake a formal review 6-12 months after implementation, including a further consultation with local residents to determine whether to make the closures permanent, remove the closures, or extend the experimental period.

- At the junction of Bennett Road and Wordsworth Road, we will not change the alignment of the footways when we install the gate and bollards.

We acknowledge that some local people have concerns regarding potential negative impacts of the scheme, particularly regarding motor traffic journeys and congestion. However, we are confident that the overall impact of the scheme will be to make the Wordsworth Road area a safer, quieter and cleaner place to live, walk and cycle.

We acknowledge there are concerns from some residents in Hackney and Islington about motor traffic displacement to nearby roads, and we will work with Hackney Council and Islington Council to monitor any future motor traffic impacts.

Any works proposed for Islington roads, such as the raised speed table on Boleyn Road, will be implemented subject to approval from Islington Council.

We are satisfied that the use of Experimental Traffic Orders will provide an opportunity to fully assess the impact of the scheme in the Wordsworth Road area and neighbouring areas without it having being implemented permanently. This method of implementation will also ensure local people have a further opportunity to comment on the scheme once it has been in place for a period of time.

We intend to start work on the scheme in summer 2016, subject to final approvals. We will write to local residents and affected properties before work starts.
1. Introduction

The 2013 Vision for Cycling, launched in March 2013, contains an ambitious target to double the number of people cycling in Greater London over the next decade. To achieve this growth we are implementing a far-reaching programme of cycling provision to make the capital’s streets more attractive for cycling to more people, especially those groups currently under-represented among cyclists, including women, children and older people.

Cycle Superhighways are our flagship cycling programme and aim to provide a London-wide network of direct and high-capacity cycle routes, mostly along main roads, although also using residential and low-traffic roads where these offer an optimum solution. The Superhighways are designed to provide safe, comfortable and convenient journeys for anyone on a bicycle and essential links between London’s suburbs and the city centre, as well as for shorter journeys in between.

Working with the London boroughs of Hackney, Haringey and Islington, we consulted on Cycle Superhighway Route 1, a major new cycle route between Tottenham and the City of London, in February-March 2015. After a successful consultation, CS1 will form part of the London-wide network of Cycle Superhighways when it opens in spring 2016.

During the CS1 consultation, further improvements in Hackney and Haringey were identified. Three schemes were put forward for further consultation in October 2015, with two in Hackney (De Beauvoir area and Wordsworth Road area) and one in Haringey (Broadwater Road).

1.1 Purpose of the scheme

All three newly proposed schemes were designed to reduce motor traffic in local roads, addressing the problem of ‘rat-running’ along the CS1 route. ‘Rat-running’ is a commonly used term for the behaviour of some motorists to reduce their journeys by taking short-cuts through roads less suited to heavy volumes of motor traffic. This can result in relatively minor roads being used by large volumes of non-local motor traffic, particularly at peak times.

The three motor traffic reduction schemes would allow some roads to benefit from fewer motor traffic journeys, making them more pleasant places to live, walk and cycle. These closures to motor traffic would also benefit people using CS1, making this route more attractive for cycle journeys.
1.2 Description of the proposals

1.2.1 Overview of the proposals

We proposed new motor traffic restrictions in the Wordsworth Road area. Our proposal aims to reduce the high volumes of non-local motor traffic using some residential streets in this area, making this a safer and more pleasant place in which to live, walk and cycle.

Under our proposals, motor traffic would no longer be permitted to pass through the following junctions:

1. Wordsworth Road / Matthias Road / Boleyn Road junction
2. Wordsworth Road / Bennett Road junction
3. Salcombe Road / Truman’s Road junction

The proposed closures would restrict through motor traffic to roads better suited to larger volumes of motor traffic. Emergency and refuse vehicles would have access through the closures. Existing motor traffic access to properties in the Wordsworth Road area would be retained. There would be minor changes to parking.

The proposals include significant improvements for pedestrians, such as wider footways, measures to slow traffic, and new pedestrian crossings.

These closures would be most effective in reducing motor traffic if all three were implemented together.

Explanation of the proposals can be found below, and at tfl.gov.uk/cs1-wordsworth-road.

1.2.2 Proposed changes at each junction

Junction 1: Wordsworth Road / Boleyn Road junction

Our proposals

- Gate and bollards on Wordsworth Road at the junction with Matthias Road/Boleyn Road
- Motor vehicle access retained to all properties
- New raised junction to calm all traffic and provide flush crossing for pedestrians
- New informal crossing on Wordsworth Road, north of Barrett’s Grove, with one parking bay removed
- Parking bay on Wordsworth Road reduced by 1.8 metres
In February-March 2015, we consulted on closing this junction to motor traffic as part of CS1. This included the following measures, which are also proposed now:

- Zebra crossing moved 15 metres north-west along Boleyn Road
- Parking bay on Matthias Road reduced by 4 metres
- New raised traffic islands on Boleyn Road

**Impacts of our proposals**

- No motor traffic movements between Wordsworth Road and Matthias Road/Boleyn Road, except refuse and emergency vehicles
- Pedestrians and cyclists could still pass through the junction. We would ensure access widths are sufficient for non-standard cycles
- Improved safety for pedestrians and cyclists, including north-south journeys along CS1 and cyclists turning from Boleyn Road into Wordsworth Road
- Reduced through motor traffic, currently using Wordsworth and Barrett’s Grove to access the A10

**Junction 2: Wordsworth Road / Bennett Road, with changes to Prince George Road**

**Our proposals**

- Gate and bollards installed on Bennett Road at the junction with Wordsworth Road
- Mini roundabout removed from junction of Bennett Road and Wordsworth Road, with footways widened
- Footways widened and new entry table at junction of Wordsworth Road and Prince George Road
- New informal pedestrian crossings on Wordsworth Road, Bennett Road and Prince George Road

**Impacts of our proposals**

- No motor traffic movements between Wordsworth Road and Bennett Road, except refuse and emergency vehicles
- Pedestrians and cyclists could still pass between Wordsworth Road and Bennett Road. We would ensure widths are sufficient for non-standard cycles
- Motor vehicle access retained to all properties
- Improved safety for pedestrians and cyclists, such as north-south CS1 journeys
- Reduced through motor traffic
Junction 3: Salcombe Road and Truman's Road

Our proposals

- Gate and bollards installed on Salcombe Road at the junction with Truman’s Road, with new road markings
- Two parking bays on Salcombe Road reduced by 2.5 metres

Impacts of our proposals

- No motor traffic movements between Salcombe Road and Truman's Road, except for refuse and emergency vehicles
- Pedestrians and cyclists could still pass between Salcombe Road and Truman's Road. We would ensure widths are sufficient for non-standard cycles
- Motor vehicle access retained to all properties
- Improved safety for pedestrians and cyclists
- Reduced through motor traffic

1.3 Overview maps

The Wordsworth Road consultation materials included four maps showing (1) an overview of the area and (2, 3, 4) details as to how each of the redesigned junctions would operate.
1.3.1 Overview map

Cycle Superhighway Route 1:
Proposal to reduce motor traffic in the Wordsworth Road area

Proposed closure to motor traffic
Road
Cycle Superhighway Route 1
(due for completion spring 2016)
1.3.2 Junction 1: Wordsworth Road / Matthias Road / Boleyn Road

1. Junction of Wordsworth Road, Matthias Road and Boleyn Road

Key:
- New footway or traffic island
- Existing kerb or removed
- Pedestrian crossing
- Gate
- Existing road markings
- New road markings
- Bulkhead

- Two parking spaces removed (consulted on Feb-March 2015)
- Raised traffic island (consulted on Feb-March 2015)
- Zebra crossing moved north (consulted on Feb-March 2015)
- One parking bay removed to accommodate new crossing
- Parking bay reduced to 10 metres long
- Gate and bollards prevent movement of motor traffic except refuse and emergency vehicles
- Informal crossing
- Raised crossing to slow motor traffic
- Redundant speed hump removed

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Hackney

Transport for London
1.3.3 Junction 2: Wordsworth Road / Bennett Road

2. Junctions of Wordsworth Road with Bennett Road and Prince George Road

1.3.4 Junction 3: Salcombe Road / Truman's Road
3. Junction of Salcombe Road and Truman’s Road

Key:
- Gate
- Existing road markings
- New road markings
- Bollard

- Existing speed cushions remain
- Gate and bollards prevent movement of motor traffic except refuse and emergency vehicles
- Parking bays reduced by 2.5 metres
2. Consultation

2.1 Consultation structure

This consultation ran from 19 October to 16 November 2015, with information on the consultation and an opportunity to respond published at tfl.gov.uk/cs1-wordsworth-road.

When responding online, respondents were asked to answer a mandatory closed question, asking for their level of support for the overall proposals. The choices were ‘support’, ‘partially support’, ‘don’t support’, ‘not sure’ or ‘no opinion’. Next, respondents were given the option to provide comments on the proposal in an open text field.

Respondents were also given the option to submit their name, email address, postcode and information about their travel habits. We also asked for feedback on our consultation materials and the process.

All questions were optional, apart from the question asking for the respondent to show support or otherwise for the overall proposal.

See Appendix C for the full list of questions we asked during consultation.

Other information, such as the date and time of responding, was recorded automatically for online and email respondents. All data is held under conditions that conform to the requirements of the Data Protection Act 1998.

2.1.1 Extending the consultation

The consultation was originally scheduled to run from 19 October until 2 November 2015, but due to feedback from some stakeholders during consultation, the period was extended by another two weeks. Another CS1-related consultation that was running concurrently, which proposed a motor traffic reduction scheme for the De Beauvoir area (tfl.gov.uk/cs1-de-beauvoir), was also extended.

2.1.2 GP’s surgery on Barrett’s Grove

In response to a request from Dr Gangola from the GP’s surgery in Barrett’s Grove, we supplied the surgery with a tailored consultation feedback form (see Appendix H), which asked respondents to indicate the mode of transport they used to travel to the surgery. The form also included the standard question inviting respondents to provide comments and indicate their level of support or otherwise for the scheme.
The GP’s surgery ran a “Save our Surgery” campaign throughout the consultation, gathering responses within the surgery, and promoting their petition against the scheme (see p27).

We received 177 feedback forms from the surgery. We have analysed the level of support and the comments from these combined with all other consultation responses, and separately.

Analysis of the overall levels of support can be found on p15, while our detailed analysis of comments can be found in Appendix A.

### 2.2 Stakeholder meetings

We met a number of stakeholder groups before and during consultation to explain our proposals and gather feedback. These were:

- GP Surgery, Barrett’s Grove
- St Matthias Church, Wordsworth Road
- St Matthias Primary School, Wordsworth Road
- The Garden School, Wordsworth Road

### 2.3 Consultation material, distribution and publicity

On 19 October 2015, detailed information on the proposals was published at tfl.gov.uk/cs1-wordsworth-road. The consultation information on the website was also made available on paper on request via FREEPOST TfL CONSULTATIONS.

Paper response forms were available at public events, where members of the project team were present to discuss the proposals with visitors and answer questions.

The consultation was publicised via the following channels:

**Letter to properties:** We sent a 2-page (4-sided) colour A4 letter outlining the proposals to all addresses within 0.25 miles of the scheme (nearly 9,000 properties). The letter summarised the proposals and encouraged recipients to find out more and respond via the consultation website. The letter and distribution map are reproduced in Appendix D.

**Emails to individuals:** We emailed around 50,000 people on our database who are known to cycle, drive or use public transport in the area (see the email in Appendix F). The email briefly described this and the other two proposed schemes
associated with CS1, and invited recipients to find out more and respond via the consultation website.

**Emails to stakeholders:** We emailed approximately 1,000 stakeholders (see Appendix F for the email and Appendix G for the list of recipients). The email contained a summary of the proposals and a link to the consultation website. Recipients included:

- Police and emergency services
- Politicians (national, regional and local)
- Local authorities
- Disability rights groups
- Residents’ associations
- Transport user groups
- Road operator groups

**Public drop-in events:** We held three public drop-in events for the three CS1 consultations, and any scheme could be discussed at any event. One drop-in was held near Broadwater Road to provide the best opportunity for people in that area to give feedback. The other two events were in Hackney near the De Beauvoir and Wordsworth Road proposed schemes:

- St Matthias Church Hall, Wordsworth Road, London, N16 8DD
  3pm-7pm, Friday 23 October 2015

- Dalston C. L. R. James Library, Dalston Lane, London, E8 3BQ
  1pm-5pm, Saturday 24 October 2015

- Miller Memorial Methodist Church, The Avenue, London, N17 6TG
  6.30pm-8.30pm, Wednesday 21 October 2015

Individuals and stakeholders were invited to respond by either using the online survey on our website, by emailing us at consultations@tfl.gov.uk or by filling in a paper feedback form (available at events or by post on request).
3. Overview of consultation responses

3.1 Summary of support for proposals

3.1.1 Support for proposal from all responses

We received 486 responses to the consultation. Below is an overview of the level of support for all responses.

<table>
<thead>
<tr>
<th>Responses</th>
<th>Support or partial support</th>
<th>Support</th>
<th>Partial support</th>
<th>Don't support</th>
<th>Not sure</th>
<th>No opinion</th>
</tr>
</thead>
<tbody>
<tr>
<td>486</td>
<td>239 (49%)</td>
<td>208 (43%)</td>
<td>31 (6%)</td>
<td>232 (48%)</td>
<td>7 (1%)</td>
<td>8 (2%)</td>
</tr>
</tbody>
</table>

Figure 1: Support for proposal from all responses

486 respondents

Support and partial support: 49%

Don't support: 48%
3.1.2 Support for proposals from responses not collected via GP’s surgery

Table 2: Support for proposal for responses not collected by GP’s surgery

<table>
<thead>
<tr>
<th>Responses</th>
<th>Support or partial support</th>
<th>Support</th>
<th>Partial support</th>
<th>Don’t support</th>
<th>Not sure</th>
<th>No opinion</th>
</tr>
</thead>
<tbody>
<tr>
<td>313</td>
<td>227 (72%)</td>
<td>201 (64%)</td>
<td>26 (8%)</td>
<td>77 (25%)</td>
<td>4 (1%)</td>
<td>4 (1%)</td>
</tr>
</tbody>
</table>
3.1.2 Support for proposal from respondents in minor roads near the scheme

There were 122 respondents who provided postcodes in the minor roads directly affected by the scheme: Wordsworth Road, Pellerin Road, Barrett’s Grove, Prince George Road, Belgrade Road, Princess May Road and Palatine Road. The support from these respondents was as follows:

Table 3: Support for proposal from respondents in minor roads near the scheme

<table>
<thead>
<tr>
<th>Responses</th>
<th>Support or partial support</th>
<th>Support</th>
<th>Partial support</th>
<th>Don’t support</th>
<th>Not sure</th>
<th>No opinion</th>
</tr>
</thead>
<tbody>
<tr>
<td>122</td>
<td>77 (63%)</td>
<td>68 (56%)</td>
<td>9 (7%)</td>
<td>41 (34%)</td>
<td>3 (2%)</td>
<td>1 (1%)</td>
</tr>
</tbody>
</table>

Figure 5: Support for proposal from respondents in minor roads near the scheme

122 respondents

- Support and partial support: 63%
- Don’t support: 48%
3.1.3 Support for proposal from respondents in main roads near the scheme

There were 10 respondents who provided postcodes in the main roads near the scheme: Boleyn Road, Matthias Road and Crossway (highlighted with blue border in map below). The level of support from these responses was as follows:

Table 6: Support for proposal from respondents in main roads near the scheme

<table>
<thead>
<tr>
<th>Responses</th>
<th>Support or partial support</th>
<th>Support</th>
<th>Partial support</th>
<th>Don’t support</th>
<th>Not sure</th>
<th>No opinion</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>9</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
3.1.4. Support from responses from Hackney

We received 293 responses to consultation from residents in Hackney.

Table 7: Responses from Hackney

<table>
<thead>
<tr>
<th>Responses</th>
<th>Support or partial support</th>
<th>Support</th>
<th>Partial support</th>
<th>Don’t support</th>
<th>Not sure</th>
<th>No opinion</th>
</tr>
</thead>
<tbody>
<tr>
<td>293</td>
<td>164 (56%)</td>
<td>147 (50%)</td>
<td>17 (6%)</td>
<td>121 (41%)</td>
<td>5 (2%)</td>
<td>3 (1%)</td>
</tr>
</tbody>
</table>
3.1.5. Support from responses from Islington

We received 33 responses to the consultation from residents in Islington.

Table 8: Support from Islington

<table>
<thead>
<tr>
<th>Responses</th>
<th>Support or partial support</th>
<th>Support</th>
<th>Partial support</th>
<th>Don’t support</th>
<th>Not sure</th>
<th>No opinion</th>
</tr>
</thead>
<tbody>
<tr>
<td>33</td>
<td>4 (12%)</td>
<td>2 (6%)</td>
<td>2 (6%)</td>
<td>28 (85%)</td>
<td>0 (0%)</td>
<td>1 (3%)</td>
</tr>
</tbody>
</table>
Figure 8: Support from Islington

- Support: 12%
- Partial support: 33 respondents
- Don’t support: 85%
- No opinion

Map 8: Support from Hackney and Islington
3.2 About the respondents

3.2.1 Respondents by postcode

396 respondents supplied a postcode as part of their response. The most commonly provided postcode was an N16 8xx postcode (179 respondents). These postcodes correspond with addresses in and around the scheme (see map below). The frequency of other postcodes was as follows:

Figure 7: Postcodes provided by consultation respondents

3.2.2 How respondents heard about the consultation

445 out of 486 respondents provided information as to how they found out about this consultation. The most common way was via the GP’s surgery on Barrett’s Grove (149). The most significant other sources were: email from TfL (87), letter from TfL (47), social media (41), friend/neighbour (37) and local schools (29).
3.2.3 Comments on the consultation process and materials

121 respondents provided a comment about the quality of the consultation and associated materials. The main themes included:

- 94 (19%) respondents made positive comments about the materials, with views including “adequate”, “fine”, “clear” and “excellent”
- 8 (2%) respondents complained about the consultation not being publicised well enough or not being easy enough to respond to
- 8 (2%) respondents said there should have been more information supplied:
  - 4 (<1%) called for improvements or additions to the maps
  - 4 (<1%) called for more data such as cycle or motor traffic counts
- 7 (1%) respondents provided negative comments about the materials, with views including “not very clear”
- 7 (1%) respondents accused the consultation of being ineffective and/or authorities not taking an interest in responses
- 4 (<1%) respondents used this space to comment on the proposals, rather than the consultation process or materials
3.3 Summary of comments

Of the 486 people who responded to this consultation, 360 (74%) provided a comment on the proposals in the open text field. A detailed analysis of comments is available in Appendix A. The most frequently raised issues were:

- Positive comments supporting the principle of reducing through motor traffic in this area, saying it would be good for cycling, road safety, residents, pedestrians and the environment
- Concern that motor traffic journeys would take longer, that congestion in local roads would occur, and that motor traffic would be displaced to nearby main roads with potential for increased congestion and pollution
- Concern about the impact on patients, particularly elderly and disabled patients, who use the GP's surgery in Barrett’s Grove, including fears the surgery would close
- Concern about the impact on users of other amenities in the area such as businesses, churches and schools
- Concern that cycling in Wordsworth Road presents a danger to pedestrians, particularly parents and children travelling to and from school, including calls for stricter enforcement of road rules

Our response to issues commonly raised during consultation can be found in Appendix B on p36.

3.4 Summary of stakeholder responses

We identified 16 consultation responses as coming from stakeholder groups. The stakeholders are listed in alphabetical order below:

3.4.1 Local stakeholders

Barrett’s Grove GP Surgery
Opposed scheme. Concerned over ability of patients to access the surgery. Concerned the proposal would jeopardise the viability of the surgery. Called for scheme to be abandoned or for an alternative configuration of filters that would allow direct access from Matthias Road by motor vehicle.

The following stakeholders also responded in support of the GP surgery’s campaign:
• **City and Hackney Clinical Commissioning Group**  
  Opposed scheme. Called for us to consider alternative layout, which would not inconvenience patients or surgery staff

• **City & Hackney Local Medical Committee**  
  Opposed scheme. Opposed measures that would add pressure to local GP services or reduce patient access

• **NHS England**  
  Opposed scheme. Called for us to consider alternative layout, which would not inconvenience patients or surgery staff

**Eagle Mansions Residents’ Association**  
Supported the scheme. Supported a reduction in motor traffic. Requested more cycling facilities.

**Garden School**  
Supported the scheme. Supported a reduction in motor traffic.

**Islington Council**  
Islington Council wrote to us on 7 December 2015 outlining the borough’s interim position on the De Beauvoir and Wordsworth Road schemes.

Their letter also commented on the proposed two-way cycle track proposed for Balls Pond Road, which will link north-south cycling journeys on CS1 between Culford Road and Kingsbury Road. This scheme was consulted on as part of the initial CS1 consultation, which took place in February-March 2015, and we agreed to implement the cycle track subject to further feasibility studies. We are still carrying out those studies.

The letter also commented on a campaign by the Islington Cycling Action Group to improve provision for walking and cycling in the Mildmay area, which was submitted as part of the initial CS1 consultation.

We have summarised Islington Council’s letter below.

The borough stated its general support for measures that encourage more people to cycle, but expressed reservations about the two CS1 motor traffic reduction schemes in Hackney due to their potential impact on motor traffic in nearby Islington roads.

They expressed concern that they had not been provided with enough information about the potential motor traffic impacts of the modal filters that comprise the two schemes, and that until they had this information, they would not be able to take a view on whether they could support the proposals in full, in part, or not at all. For this reason, they said their letter was an interim response to both consultations.
They highlighted the fact that some Islington residents had expressed concern about the potential negative impacts of the proposals. The borough sought reassurances that the proposed changes would not result in traffic displacement or diversion into residential streets in Islington.

They requested detailed information on the predicted impact of the schemes on Islington roads. They also asked for clarification of the monitoring process that would be put in place should the proposals go ahead, specifically with a view to measuring any changes in motor traffic in Islington roads. They also asked how any potentially negative impacts might be mitigated.

They asked for implementation of the schemes to be delayed until this information had been supplied to them. They said that, if necessary, further public consultation should take place.

Regarding Balls Pond Road, Islington Council asked for more information to help understand any potential impacts of implementing the two-way cycle track on motor traffic or buses, particularly when those impacts were combined with any potential impacts from the De Beauvoir or Wordsworth Road schemes. The council also called for reassurances that businesses and residents in the area were aware of the scheme’s impacts on parking, and asked that Balls Pond Road should remain an abnormal load route.

The council also noted that a request for us to consider the Mildmay proposals had not been progressed, and asked why this decision had been taken.

**Living Streets Hackney**
Supported the scheme. Benefits for walking and cycling.

**Richard Lufkin, Cllr Shacklewell ward**
Supported the scheme. Called for improvements to Butterfield Green and Bennett/Prince George Road junction to help pedestrian movements, plus additional zebra crossing on Wordsworth Road near St Matthias School. Preference for bollards rather than gates. Called for investigation into proposed disabled bay to preserve access to Lydford Place.

**Michelle Gregory, Cllr Shacklewell ward**
Requested that we reconsider road closures and make alterations to the scheme that would improve safety for cyclists, including measures to allow access but slow traffic. Noted concerns of Barrett’s Grove GP surgery. Queried delivery arrangements for premises on Wordsworth Road and noted likely traffic reallocation and increased congestion on neighbouring streets. Requested that we consider Barrett’s Grove Surgery’s alternative proposal.

**St Matthias Primary School**
Opposed the scheme. Supported use of Barratt’s Grove for non-local motor traffic and called for a raised zebra on Wordsworth Road. Expressed concerns about:
• Congestion and danger outside the school due to reduced number of access roads
• Cyclist behaviour, and effects of increased cycling
• Effect on schoolchildren if they witness a motor vehicle hitting a cyclist
• Increased motor traffic in Matthias Road, Crossway and Boleyn Road affecting buses
• Ability of coaches to service school and other vehicles to service church
• Longer motor traffic journeys for staff driving to school

Wilson Solicitors
Supported the scheme. Said it would benefit staff by improving cycle safety.

3.4.2 National stakeholders

Association of British Drivers
Opposed scheme. Claimed it would degrade the road network.

British Motorcyclists’ Federation
Opposed scheme. Objected to restrictions on motor traffic.

Guide Dogs
Partial support. Against informal pedestrian crossings.

Historic England
No opinion.

3.5 Petition from GP’s surgery

The Barrett’s Grove GP’s surgery organised a petition against the proposals during the consultation, and encouraged patients to fill in paper consultation responses in the surgery. The petition was signed by 248 people, who opposed the proposals.

The petition wording was: “Please sign this petition if you are against TfL proposals to close Wordsworth Road to all motor vehicles. If closed this would prevent access to Barrett’s Grove Surgery.”

The surgery told patients that if the scheme went ahead, patients would not be able to access the surgery and the surgery might close.

The petition wording was the same as the wording used in a petition opposing the proposed closure of the junction of Matthias Road/Boleyn Road/Wordsworth Road CS1 Wordsworth Road area

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as part of the initial CS1 consultation. The initial CS1 consultation ran during February-March 2015 and the petition associated with that consultation was received in March 2015. More information on the earlier petition can be found in the CS1 consultation report available at https://consultations.tfl.gov.uk/cycling/cs1/user_uploads/cs1-consultation-report.pdf.

Our response to the issues raised, including those raised by the GP’s surgery, can be found starting on p38. An example petition sheet can be found in Appendix J.

### 3.6 Responses collected by GP’s surgery

#### 3.6.1 Support for proposal from responses collected via GP’s surgery

We have summarised the level of support from responses collected by the GP’s surgery below.

**Table 2: Support for proposal from responses collected by GP’s surgery**

<table>
<thead>
<tr>
<th>Responses</th>
<th>Support or partial support</th>
<th>Support</th>
<th>Partial support</th>
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<th>Not sure</th>
<th>No opinion</th>
</tr>
</thead>
<tbody>
<tr>
<td>173</td>
<td>12 (7%)</td>
<td>7 (4%)</td>
<td>5 (3%)</td>
<td>155 (90%)</td>
<td>3 (2%)</td>
<td>3 (2%)</td>
</tr>
</tbody>
</table>

**Figure 2: Support for proposal from responses collected by GP’s surgery**

- **173 respondents**
  - Don’t support: 90%
  - Support and partial support: 8%
3.7 Comments submitted via GP’s surgery

There were 173 responses submitted via the GP’s surgery, with 140 (79%) of those leaving comments. Below are the main topics raised. There is a detailed analysis of these responses in Appendix A.

- Some respondents said the proposals would harm the GP’s surgery at Barrett’s Grove, expressing concern that the surgery could close if the scheme were implemented and/or that elderly/disabled people would be most affected.
- Some respondents expressed concern that the proposals would affect those accessing local schools, by either causing congestion on roads or encouraging dangerous cycling near schools.
- Some respondents said the proposals would be bad for people using local churches or other places of worship, by either causing congestion on roads or encouraging dangerous cycling near these locations.
- Some respondents said the scheme would increase congestion, including in nearby smaller roads.
- Some respondents commented on the design of the proposed closures, with alternative traffic-management suggestions including alternative locations for closures, retractable bollards, traffic lights, and new one-way roads.
- Some respondents called for parking around the GPs’ surgery to be retained.

3.8 GP surgery patient travel survey

160 people used the tailored feedback forms we provided for the Barrett’s Grove GP surgery (see Appendix H) to tell us about their local travel habits.

Of those who indicated how they travelled, 37 (23%) put driving as their only mode of transport (private car, driven, taxi or van); 59 (37%) said they drove but also used another mode or modes (walking, cycling or public transport); and 64 (40%) said they used other modes but did not drive.
Table 3: Travel habits of patients who responded to GP Surgery survey

<table>
<thead>
<tr>
<th>Drive (private car, van, taxi) only</th>
<th>Drive and one or more other modes</th>
<th>Other modes (do not drive)</th>
</tr>
</thead>
<tbody>
<tr>
<td>37</td>
<td>59</td>
<td>64</td>
</tr>
<tr>
<td>23%</td>
<td>37%</td>
<td>40%</td>
</tr>
</tbody>
</table>

Figure 3: Travel habits of patients who responded to GP Surgery survey
4. Conclusion and next steps

We received 486 responses to the consultation, of which 49% supported or partially supported our proposals.

After considering all responses and after discussions with Hackney Council, the highway authority for the affected roads, we plan to go ahead with the scheme with the following changes:

- In response to feedback during consultation, the road closures will be introduced using Experimental Traffic Management Orders, which are valid up to a maximum period of 18 months, the first 6 months of which form a statutory consultation period. Hackney Council will monitor the impact of the changes during the initial 6-month period and will undertake a formal review 6-12 months after implementation, including a further consultation with local residents to determine whether to make the closures permanent, remove the closures, or extend the experimental period

- In response to feedback received during consultation, we will investigate installing a zebra crossing on Wordsworth Road between Bennett Road and Prince George Road. When the road closures are in place, we will monitor this location before deciding on whether to install a new zebra crossing

- At the junction of Bennett Road and Wordsworth Road, we will not change the alignment of the footways when we install the gate and bollards

We acknowledge that some local people have concerns regarding potential negative impacts of the scheme, particularly regarding motor traffic journeys and congestion. However, we are confident that the overall impact of the scheme will be to make the Wordsworth Road area a safer, quieter and cleaner place to live, walk and cycle.

We acknowledge there are concerns from some residents in Hackney and Islington about motor traffic displacement to nearby roads, and we will work with Hackney Council and Islington Council to monitor any future motor traffic impacts.

Any works proposed for Islington roads, such as the raised speed table on Boleyn Road, will be implemented subject to approval from Islington Council. We are satisfied that the use of Experimental Traffic Orders will provide an opportunity to fully assess the impact of the scheme in the Wordsworth Road area and neighbouring areas without it having being implemented permanently. This method of implementation will also ensure local people have a further opportunity to comment on the scheme once it has been in place for a period of time.

We plan to start work on the scheme in summer 2016, subject to final approvals. We will write to local residents and affected properties before work starts.
Appendix A: Detailed analysis of comments

There were 486 responses submitted overall, with 153 (31%) of those leaving comments. Figures below show the number of people who raised each topic and these figures as a percentage of all 486 respondents. Note, this analysis includes the 173 responses completed by patients of the Barrett’s Grove GP surgery, submitted to us by the surgery.

**General positive comments:** 29 respondents (6%) provided positive general comments about the scheme

**General negative comments:** 20 respondents (4%) provided general negative comments about the scheme:
- 14 respondents (3%) provided non-specific negative comments
- 3 respondents (<1%) said the proposal would be a waste of money
- 3 respondents (<1%) expressed the view that motorists pay for roads, so improvements for cycling were not justified

**Impact on local people:** 131 respondents (27%) provided comments on how the proposals might affect local people:
- 86 respondents (18%) said the proposals would harm the GP’s surgery at Barrett’s Grove
  - 34 respondents (7%) objected to proposals that would restrict patients’ access to the surgery
  - 32 respondents (7%) expressed concern the GP’s surgery would close if the scheme were implemented
  - 18 respondents (4%) said elderly/disabled people would be most affected
- 22 respondents (5%) said the proposals would be good for residents
- 14 respondents (3%) commented that the proposals would improve road safety
- 15 respondents (3%) said the proposals would be bad for accessing local schools
9 respondents (2%) said the proposals would be bad for people using local churches or other places of worship

2 respondents (<1%) said the proposals would be bad for local shops/businesses

2 respondents (<1%) said the proposals would affect access for emergency services

2 respondents (<1%) said the proposals would increase street crime

**Impact on motor traffic (negative):** 57 respondents (12%) commented on how the proposal might affect motor traffic:

- 48 respondents (10%) said the scheme would increase displace motor traffic and increase congestion:
  - 16 respondents (3%) said the scheme would increase displace motor traffic generally
  - 13 respondents (3%) said the scheme would increase general congestion
  - 13 respondents (3%) said the scheme would increase congestion in nearby main roads
  - 10 respondents (2%) said the scheme would cause congestion in nearby smaller roads
  - 7 respondents (1%) expressed concern about increased rat-running in roads to the north of Wordsworth Road, such as Walford Road

- 18 respondents (4%) said the proposals would increase journey times for motorists

- 17 respondents (3%) said the proposals would make conditions worse for motorists

**Impact on motor traffic (positive):** 35 respondents (7%) commented on how the proposal might affect motor traffic:

- 30 respondents (6%) said the proposals would reduce motor traffic/rat-running

- 11 respondents (2%) called for more to be done to reduce motor traffic/rat-running
**Impact on cycling:** 55 respondents (11%) commented on how the proposal might affect cycling:

- 29 respondents (6%) said the proposals would be good for cycling
- 11 respondents (2%) said the area was already safe for cycling and the scheme is not necessary
- 10 respondents (2%) called for more to be done for cycling
- 7 respondents (1%) said there would be negative impacts for cycling because motor traffic would be displaced to roads used by cyclists, such as Boleyn Road or Allen Road
- 3 respondents (<1%) called for any closures to motor traffic to accommodate non-standard bicycles

**Impact on pedestrians:** 32 respondents (7%) commented on how the proposal might affect pedestrians:

- 17 respondents (3%) expressed concern that cycling is dangerous to pedestrians
- 10 respondents (2%) called for more to be done to improve conditions for pedestrians
- 7 respondents (1%) said the proposals would be good for pedestrians

**Impact on the environment:** 14 respondents (3%) commented on the impact on the environment:

- 9 respondents (2%) said the proposal would improve air quality
- 5 respondents (1%) said the proposal would be bad for the environment

**Design of closures:** 12 respondents (2%) commented the design of the proposed closures:

- 3 respondents (<1%) called for fewer closures to motor traffic
- Other suggestions included alternative closure locations, retractable bollards, traffic lights, and one-way roads
Outside scope of this consultation: 5 respondents (1%) commented on issues outside the scope of this consultation.

Detailed analysis of comments submitted via GP’s surgery

There were 173 responses submitted via the GP’s surgery, with 140 (79%) of those leaving comments. Below are the number of people who raised each topic, and these figures as a percentage of the 173 surgery responses.

Impact on local people: 88 respondents (50%) provided comments on how the proposals might affect local people:

- 74 respondents (42%) said the proposals would harm the GP’s surgery at Barrett’s Grove
  - 27 respondents (15%) expressed concern the GP’s surgery would close if the scheme were implemented
  - 18 respondents (10%) said elderly/disabled people would be most affected
- 8 respondents (5%) said the proposals would affect those accessing local schools, by either causing congestion on roads or encouraging dangerous cycling near schools
- 6 respondents (3%) said the proposals would be bad for people using local churches or other places of worship, by either causing congestion on roads or encouraging dangerous cycling near these locations
- 2 respondents (1%) said the proposals would be bad for trade for local shops/businesses due to fewer passing motor vehicles
- 2 respondents (1%) said the proposals would affect access to the surgery for emergency services

Negative general comments: 14 respondents (1%) provided general negative comments about the scheme.
Impact on motor traffic: 14 respondents (8%) commented on how the proposals might affect motor traffic:

- 6 respondents (3%) said the scheme would increase congestion
- 3 respondents (2%) said the scheme would cause congestion in nearby smaller roads
- 3 respondents (2%) said the proposals would make conditions worse for motorists
- 2 respondents (1%) said the proposals would increase journey times for motorists

Closures to motor traffic: 12 respondents (7%) commented on the design of the proposed closures, with alternative traffic-management suggestions including alternative locations for closures, retractable bollards, traffic lights, and new one-way roads

Parking: 4 respondents (2%) called for parking around the GPs’ surgery on Barrett’s Grove to be retained.

Impact on pedestrians: 3 respondents (2%) expressed concern that cycling is dangerous to pedestrians

Impact on cycling: 2 respondents (1%) said the area was already safe for cycling and the scheme is not necessary
Appendix B: Response to issues commonly raised

Impact on GP’s surgery in Barrett’s Grove

We understand patients’ concerns that a change to the road layout in the Wordsworth Road area could affect the GP’s surgery. A number of respondents highlighted the excellence of the surgery and said that they thought there are not enough GPs in the Wordsworth Road area. However, we do not believe that our proposals will have a significant negative impact on the surgery or its patients.

Closing Wordsworth Road to motor vehicles

The petition and a number of respondents objected to plans to close Wordsworth Road to motor traffic. However, we have not proposed closing Wordsworth Road to motor traffic. Motor vehicles will still be able to access all properties on Wordsworth Road via roads to the north: Barrett’s Grove, Princess May Road, Belgrade Road, Prince George Road and Palatine Road. Only vehicle movements directly between Wordsworth Road and Matthias Road-Boleyn road will be prohibited.

Preventing access to the surgery

The petition and a number of respondents expressed concern that if our proposals were put in place, there would be no access to the GP’s surgery on Barrett’s Grove, particularly by motor vehicle.

In reality, patients or carers will still be able to access the surgery by any mode of transport that they can now. Under our proposals, some motor traffic journeys – particularly those from the west – will take slightly longer. However, the increases in journey time are modest, and have to be balanced against significant benefits for residents, pedestrians and cyclists in this area.

According to the travel survey information supplied by the surgery (see p26), 23% of patients only named ‘motor vehicle’ as their mode of transport. The rest said they did not only drive, but also used other modes of transport such as walking, cycling or public transport.

Of the people who drive to the surgery, only those who come from the west will be affected, and will have to take a slightly longer route via Boleyn Road, Crossway and Kingsland Road to access the surgery.

Our journey time calculations show that an off-peak car journey from Newington Green to the Barrett’s Grove surgery via Wordsworth Road currently takes two minutes, while a similar journey via Boleyn Road and Kingsland Road will take four minutes. These journeys might be longer during peak times, but the increases are still likely to be only a few minutes.
Based on the available evidence, we accept there will be a slight inconvenience to a minority of patients using the surgery, but we do not believe this will affect the viability of the GP’s surgery.

In an area where 78% of households do not have access to a motor vehicle (2011 Census data), it is possible the removal of through motor traffic from this area could make the surgery more appealing to local people who prefer to walk or cycle to their destination.

**Fears the GP’s surgery will close**
As stated above, we do not expect that modest increases in journey time – which only apply to the minority of patients who do not use other modes of transport apart from driving and live to the west of the surgery – will have significant impact on patients willingness to use the GP’s surgery.

We sympathise with patients who objected to our proposals due to fear of losing their GP’s practice. Many patients expressed a high degree of satisfaction with the surgery. However, we do not believe that fears our scheme will cause the surgery to close are justified.

**Negative impacts on elderly people or people with disabilities**
Some respondents expressed concern that the scheme would have a disproportionately negative impact on elderly people or people with disabilities. We accept that a minority of patients who cannot use any other mode of transport to access the surgery apart from driving may have slightly longer journey times if they come from the west of the surgery (such as Newington Green). Those coming from the east will be unaffected. We also accept that those affected in this way are more likely to be elderly or disabled people, because these people are more likely to be reliant on driving or being driven.

However, as outlined above, the increases in journey time are modest, with only a few minutes likely to be added to some journeys. These disbenefits must be weighed against the overall benefits of the scheme, which are to provide a more pleasant and safer environment for residents and people walking or cycling.

Reducing through motor traffic in local roads is likely to reduce road danger for everyone, including elderly and disabled people, who account for a disproportionate number of pedestrian fatalities in Greater London (p5, [http://content.tfl.gov.uk/older-pedestrians-research-report.pdf](http://content.tfl.gov.uk/older-pedestrians-research-report.pdf)).

**Alternative configurations of motor traffic closure**
Some respondents called for alternative configurations of motor traffic closure from what we proposed. In recognition of the concerns raised by the surgery to the original CS1 consultation in February-March 2015, we and Hackney Council met with
representatives of the surgery on 2 October 2015 to discuss the updated scheme proposals in advance of the latest consultation. At the meeting, surgery staff said they opposed the scheme. Concerns were also raised by the surgery over the specific locations of the proposed closures, and particularly the restriction on motor vehicle access to/from the surgery from Matthias Road/Boleyn Road.

An alternative closure arrangement was discussed, which involved relocating several closures and introducing an additional closure in Barrett’s Grove to the east of the surgery (between the surgery and the A10). We and Hackney Council said we would look into this as part of the consultation feedback process to understand the viability of alternative closure locations and the associated impacts.

Having reviewed the suggestions discussed at the meeting, we believe that repositioning the closures and adding an additional closure, as per the surgery’s request, would create additional operational problems as well as increasing the number of closures unnecessarily. The closure locations suggested by the surgery are mid-way along several roads within the area, including Barrett’s Grove, reducing possible circulation routes and creating cul-de-sacs with very limited space to accommodate vehicle turning movements/manoeuvres. The proposals as consulted upon include the minimum number of closure locations to prevent through traffic using the area, with locations chosen to try to accommodate vehicle turning movements, particularly for larger vehicles, as far as practical. We and Hackney Council have explored the alternative option as discussed with the surgery to address these concerns, but feel that this results in a number of additional disbenefits in terms of traffic management within the area, as well as introducing the need for a further closure location. For these reasons, we concluded that the scheme consulted on remains the best solution.

**Emergency response times**

Some respondents expressed concern that emergency vehicles, particularly any that had to attend the surgery on Barrett’s Grove, would be delayed by our scheme. Emergency vehicles will hold keys for all gated/bollard closures within the boundaries of the proposal, and the scheme is not expected to have a significant impact on attendance times in an emergency.

**Impact on motor traffic**

**Longer journeys for motorists**

Some respondents objected to longer journey times and distances for motor traffic. We accept that some motorists will have longer journeys as a result of the scheme. However, we believe these journeys are only likely to be longer by a minute or two,
so the disbenefits to motorists will be outweighed by the benefits of removing through motor traffic from local roads, creating an area in which it is more pleasant to live, walk and cycle.

**Motor traffic displacement and increased congestion**

Some respondents expressed concern that our scheme would displace motor traffic to nearby roads and increase congestion. We have conducted traffic counts on existing routes, and are confident the reallocation of motor traffic will not pose any significant concerns regarding congestion. The reconfiguration of traffic movement is based on Hackney Council’s knowledge of the road layout and established travel patterns, including earlier and recent motor traffic counts.

Previous schemes of this type have shown there tends not to be a direct shift on to adjacent streets for all those currently using a particular route. We predict that some extra motor traffic will use surrounding roads such as Crossway, Boleyn Road and Matthias Road.

However, we do not expect all journeys that currently pass through the Wordsworth Road area will switch to these roads.

- Many motorists using local roads are making journeys that start or end outside the Wordsworth Road area. If local roads were made unavailable, they could transfer to roads immediately adjacent, or they could choose to change their journey significantly, avoiding the area completely

- Some people are likely to change their journey habits: for example, they could change their driving journey from a peak time to an off-peak time, reducing the likelihood of congestion as a result of the scheme

- Removing through motor traffic from local roads mean that some journeys that are currently driven are more likely to be taken by other modes such as walking and cycling. This switch is most likely to occur for short journeys

Sustainable transport journeys have risen considerably in this area in recent years (cycling in Hackney and Islington has more than doubled in the last decade), and this scheme forms part of a London-wide strategy to increase sustainable modes of transport. This strategy is set out in the 2013 *Vision for Cycling*.

The population of London is growing significantly, with an additional 800,000 residents expected over the next decade. As set out in the Mayor’s Vision for Cycling, we and the boroughs are working together to mitigate the impact of this population growth on London’s roads by making other modes of transport more viable, particularly for short journeys. CS1 and the Wordsworth Road motor traffic reduction scheme form part of that strategy.

Our *London Travel Demand Survey (2013-14)* found that 66% of all car journeys in Greater London are under three miles, and do not involve carrying goods or passengers that might require them to be driven. Encouraging people to walk or
cycle these journeys is important to free up road space for vital journeys – e.g., those vehicles that are carrying large quantities of goods or drivers unable to walk or cycle.

Removing through motor traffic from an area such as Wordsworth Road creates a safer and calmer road environment, which has been shown to be more attractive to people who want to walk or cycle short journeys, making them less likely to drive. The Wordsworth Road proposal will make an area of London more attractive for people who want to walk or cycle – i.e., for people who live there, but also for people who live outside the area but might want to walk or cycle to it or through it. In this way, this proposal, in conjunction with other similar schemes nearby and elsewhere, can reduce the total number of vehicle journeys, rather than simply moving them into other roads.

**Congestion in nearby minor roads**
Some respondents expressed concern that the closures would cause congestion in nearby minor roads. They pointed out that roads such as Barrett’s Grove, Belgrade Road and Prince George Road are relatively narrow, with many cars parked on both sides of the road. As such, when vehicles travelling in opposite directions meet, there could be conflict and congestion. This problem is perceived to be at its worst when parents, staff or churchgoers are arriving or leaving St Matthias Primary School or St Matthias Church.

Our scheme is designed to eliminate non-local vehicles using these minor roads. As such, we expect an overall reduction in motor traffic in the affected area, particularly at peak times.

While we accept that congestion and conflict can occur due to motor vehicles meeting in narrow roads, we do not believe this problem will be exacerbated by our proposal. Closing the southern end of Wordsworth Road and Bennett Road to through motor traffic reduces the number of roads that motor traffic can use to access the school and church. However, this decrease is balanced by an overall reduction in through motor traffic during the morning peak.

The school run is a major cause of congestion London-wide, despite the fact that many pupils live only a short distance from schools (particularly primary schools). The removal of through motor traffic from roads around St Matthias Primary School should create a safer and more pleasant environment, making walking and cycling a more attractive option for more people.

**Congestion in nearby main roads**
Some respondents expressed concern that congestion in nearby main roads would increase. We accept that motor traffic will no longer be able to use minor roads in the Wordsworth Road area to avoid main roads. However, as stated above, we do not expect all journeys that currently pass through the Wordsworth Road area to switch
to roads such as Boleyn Road, Matthias Road or Crossway for the reasons outlined above.

‘Rat-running’ in roads north of Wordsworth Road
Some respondents expressed concern that preventing through motor traffic in the Wordsworth Road area would encourage motor traffic to use other existing east-west ‘rat-runs’ such as via Albion Road, Barbauld Road, Nevill Road and Walford Road.

We accept it is possible that some motor traffic will divert from using Wordsworth Road-Barrett’s Grove to using Albion Road, Barbauld Road, Nevill Road and Walford Road. However, a more likely route is via Matthias Road, Boleyn Road and Crossway. In addition, for the reasons outlined above, we do not expect all journeys that currently pass through the Wordsworth Road area to switch to roads immediately adjacent to the scheme.

Support for some closures to motor traffic but not others
Some respondents supported some closures to motor traffic but not others. This scheme proposes the closure of three junctions to motor traffic. These closures are designed to work together, and with existing traffic management to reduce through motor traffic throughout the Wordsworth Road area. If motor traffic were allowed through one or more of these proposed closures, then non-local motor traffic would continue to pass through the area, instead of being directed into other more suitable roads.

Impact on pedestrians
Some respondents expressed concern about pedestrian safety being compromised by existing cyclists in Wordsworth Road and potential increases in cycling as a result of CS1. Movements of children to and from schools on Wordsworth Road were highlighted as a particular concern.

Cycling danger to pedestrians/schoolchildren in Wordsworth Road
Some respondents expressed concern that cycling is dangerous to pedestrians or schoolchildren in the area. We take the safety of pedestrians, particularly children, very seriously. We perform detailed collision analysis as part of our feasibility studies for all proposed Cycle Superhighways. Collision data along the CS1 route shows no evidence that cycling poses a significant risk to child safety.

While we accept that a minority of cyclists behave in an anti-social manner, we are not aware of any evidence to support the view that cycling in Wordsworth Road poses a significant risk of harm to pedestrians, including children.
Our analysis of road traffic collisions undertaken as part of our feasibility study into CS1 found that motor traffic posed a significant threat to pedestrians, while cycling posed only a very minor risk of harm (p91, https://consultations.tfl.gov.uk/cycling/cs1/user_uploads/cs1-consultation-report.pdf).

Creating safer cycle routes provides people with an alternative to driving, potentially reducing the number of vehicles on the roads (for example, in the mornings and evenings during the school run). Rather than increase danger, the measures proposed in CS1 are likely to reduce vehicle volumes and speeds, and therefore reduce the overall risk to adults and children walking and cycling on the route.

Safety improvements for pedestrians
Across the route, CS1 includes numerous interventions designed to reduce motor traffic speeds and make pedestrian crossings safer – for example, new and improved pedestrian crossings, new raised tables (junction-wide flat-topped speed humps) to slow all road users and provide a flush crossing area, and larger footways at junctions to minimise crossing distance and calm traffic.

The proposals for motor traffic reduction in Wordsworth Road include a safer zebra crossing on Boleyn Road, including new traffic islands and speed control table. New speed humps and wider footways on Prince George Road will slow traffic and reduce crossing distances for pedestrians, as will wider footways on Bennett Road.

Compliance with school crossing patrol in Wordsworth Road
Some respondents expressed concern that cyclist compliance with the school crossing patrol in Wordsworth Road was poor. It is our intention to work with the borough to investigate allegations of non-compliance and where this can be identified – by any road users (including motorists) – we will take steps to address this situation. We already undertake substantial work in the area of improving road user compliance with traffic regulations, including actions targeted at cycling (see Appendix I).

New zebra crossing on Wordsworth Road
Some respondents called for a new zebra crossing to be installed on Wordsworth Road near St Matthias School. Since the first designs for Wordsworth Road were consulted on, we and Hackney Council are now proposing to include a new and fully accessible crossing point on Wordsworth Road, with dropped kerbs and tactile paving. In response to comments received during consultation, we will also investigate installing a zebra crossing on Wordsworth Road between Bennett Road and Prince George Road. When the road closures are in place, we will monitor this location before deciding on whether to install a new zebra crossing.
Impact on businesses

Impact on deliveries
Some respondents expressed concern that the scheme would harm businesses because it would impede their deliveries. The servicing of businesses is a key consideration in any proposals, and every effort has been made to provide circulation routes within the area to minimise the need for three-point turns or reversing. It is recognised that some vehicles, on certain roads, may have to perform manoeuvres of this nature, although we do not expect this to cause significant risk to other road users (see below).

We recognise that all businesses have different servicing needs, and we are happy to work with local businesses to address any specific concerns that might arise from the proposals.

Impact on trade
Some respondents expressed concern that local businesses would suffer reduced trade because of the scheme. However, it is not our view that this scheme will have a negative effect on customers using local businesses. All existing access to properties by motor vehicle will be retained, and there will be minimal effects on parking. Some local motor traffic journeys will become longer, but this is balanced against the fact that many cycling and walking journeys will become more attractive.


Similarly, a London Councils report into the effect of parking in Greater London found that businesses frequently overestimate the proportion of their customers who arrive by motor vehicle, sometimes by twice as much, and underestimate the proportion who walk and cycle (p66, http://www.londoncouncils.gov.uk/services/parking-services/parking-and-traffic/parking-information-professionals/review-relevance).

Impact on the environment

Air pollution
Some respondents expressed concern that pollution would increase if the proposals were implemented. Concerns about pollution are typically based on the perception that the scheme will increase congestion, which would cause queuing motor traffic to
emit more noxious gases. However, we do not expect this scheme to cause significant congestion or to increase air pollution.

Motor traffic is one of the major causes of air pollution in Greater London, with vehicle exhausts and braking systems contributing to NOx and particulate matter in the air. This scheme is expected to help provide a long-term improvement in air quality in the Wordsworth Road area by encouraging more journeys to be made by walking and cycling, reducing the number of motor traffic journeys.

**Impact on crime**

Some respondents suggested that removing through motor traffic might encourage street crime because roads are ‘quieter’. However, people in cars are typically not considered to provide an effective source of natural surveillance for an area because of their higher speeds. Encouraging slower-moving cyclists and pedestrians, by removing through motor traffic, could increase natural surveillance.

Analysis of crime figures from the last three years in De Beauvoir – an area where these closures to motor traffic have existed for many years – does not show that crime is more prevalent in roads that are closed to through motor traffic than those where through motor traffic is allowed. For these reasons, we do not expect our proposal to affect crime levels.

**Impact on emergency services**

Some respondents expressed concern that emergency service response times would increase. Working closely with Hackney Council, we ensured the closures to motor traffic proposed as part of this scheme were designed to have the minimum possible impact on emergency services. The closures have been designed so that they are passable by emergency vehicles, whose drivers carry a key that opens the gates. Opening and closing the gates or lockable bollards takes a short amount of time, and they are design features that emergency response teams are familiar with across London.

**Impact on cycling**

*Cycling is already safe on Wordsworth Road*

Some respondents said that the scheme was not necessary, and that in their experience cycling was already safe in the Wordsworth Road area.
As well as benefiting cycling, the scheme has been designed to benefit residents and pedestrians, who can be put in danger by high volumes of through or ‘rat-running’ motor traffic on local roads.

We acknowledge that Wordsworth Road is already a popular cycle route, and is relatively safe and comfortable for existing cyclists. However, a ‘rat-run’ has been identified between Barrett’s Grove and Boleyn Road, with large volumes of motor vehicles at peak time using this section of road. This presents an unwanted danger to existing cyclists, and a potential barrier to new cyclists. The upgrade of an existing cycle route (LCN 10), which is what CS1 constitutes, is a strategic decision to encourage more cyclists to use this route, in particular those people who are currently underrepresented among London cyclists, such as women, children and older people. These people are more likely to be discouraged from cycling by having to share road space with rat-running motor traffic than existing or more confident cyclists might be.

As such, while also providing a safety improvement for existing cyclists on this section for CS1, our proposal has substantial potential to attract new cyclists as well.

Improving cycling safety on the A10

Some respondents called for improved conditions for cycling on the A10. However, we are confident that CS1 provides a swift and safe alternative to cycling along the A10. Our research shows cyclists can ride from Tottenham to the City in around 30 minutes, compared with over 40 minutes for a similar journey along the A10. Cyclists on CS1 pass through just eight traffic signals, compared with 54 traffic signals for the equivalent journey along the A10.

We also have a number of proposals in development to improve safety for cyclists and pedestrians on the A10 in North London, not least CS1 itself in Haringey between Ermine Road and Town Hall Approach Road, which will provide segregation from motor traffic.

Elsewhere, the most high-profile improvement scheme involves working with Hackney Council on the removal of the Stoke Newington one-way system, which is a significant barrier to cycling in the borough. We hope to present the results of the feasibility study into this proposal soon. We are also working on a proposal to trial a 20mph speed limit on the A10 in Hackney, as we have already in Kingsland High Street. Details of other schemes proposed for the A10 will be published when they are ready for consultation.

Motor traffic displacement to roads on CS1

Some respondents objected to our proposal on the grounds that motor traffic could be displaced into roads that form part of CS1 outside the scheme.

Boleyn Road: We accept that some motor traffic will be displaced from existing routes through the Wordsworth Road area into Boleyn Road, where cycling is being encouraged because it forms part of the CS1. However, we are confident there will be a net benefit because not all motor traffic will divert into this road. Also, Boleyn Road is
wider than Wordsworth Road, so cycles and motor traffic can coexist more comfortably. We have also introduced traffic-calming/control measures (speed hump and islands) at the junction of Boleyn Road and Wordsworth Road to help protect turning cyclists from motor vehicles. This is a substantial benefit over the existing arrangement.

Nevill Road: We do not expect our proposals to significantly affect motor traffic volumes in Nevill Road.

**Impact on buses**

**Bus journey times**
Some respondents expressed concern that the scheme would impact on bus journey times. We do not expect the scheme to have any significant impact on bus journey times. We currently have underway a £200m Bus Priority programme, which will support London’s economy by reducing the impact from expected increases in traffic levels and congestion on bus journey times and reliability, by the easing of movement through key junctions along identified bus routes. It will also unlock Opportunity Areas identified in the London Plan, increasing the mode share of the bus at these locations. Achieving these aims will protect the bus passenger experience at designated locations throughout London; and enable London to continue moving, growing and working. Funding from the Bus Priority programme has been ring-fenced to target improvements on those bus routes potentially impacted by new cycling infrastructure, in order to rebalance time lost and improve reliability. Proposals will help to safeguard bus journey times and reliability by easing traffic and movement at key junctions.

**Other issues**

**Cyclists don’t pay for roads**
Some respondents expressed the view that cyclists do not pay for roads so should not have cycling schemes designed for their benefit. The maintenance of roads in the UK is currently funded through general taxation and not through specific taxes on road users, such as Vehicle Excise Duty. Therefore, most cyclists already contribute to the cost of maintaining roads. Although from 2017 the Government intends to support road maintenance through funding from Vehicle Excise Duty, this tax will continue to be levied on individual vehicles, with zero emission vehicles continuing to be exempt. As bicycles produce no emissions, they too would be exempt from paying the duty, were it applied to them.
Cycling schemes are not value for money

Some respondents expressed concern about the cost of cycling interventions, and said the money could be better spent on other schemes. We are satisfied that investing in cycling provides excellent value for money. We have identified a range of positive and negative impacts that would result from delivering the Mayor’s Vision for Cycling portfolio, of which the Cycle Superhighways (including CS1) are a central component. These include substantial benefits relating to transport capacity, safety, journey time savings, health, journey cost savings, the environment, public realm, and gains to businesses. These benefits were presented (alongside traffic impacts and other identified disbenefits) to the TfL Board on 5 February 2014, when the Vision for Cycling portfolio was discussed and approved.

Health and economy

Increasing the level of cycling in London to the Mayor’s target of 1.5 million journeys per day by 2026 is expected to generate over £183m of benefits per year as a result of reduced mortality (early death) alone. Reaching this target level would benefit London businesses by around £30m a year as a result of reduced absenteeism. A London School of Economics/British Cycling report in 2011 estimated that the cycling sector contributes around £2.9bn to the UK economy, equating to £230 per cyclist per year.

Transport

Cycling can help relieve pressure on the public transport system when implemented as part of an integrated transport strategy, for example, where capacity is limited (e.g. some bus routes), or where additional capacity programmes would be extremely expensive (Underground, rail). In particular, the Cycle Superhighways can play a particularly important role in catering for significant numbers of commuters during the peak hours.

Cycle Superhighways can substantially increase overall capacity and flow rate on busier roads. Cycling is substantially more efficient at transporting individuals within the same road space than any other surface transport mode except buses and coaches, particularly as the average speeds by mode during peak travel times are similar.
Appendix C: Consultation questions

Questions about our proposals

The first question was mandatory, while the second was optional:

- Do you support our proposal to reduce motor traffic in the Wordsworth Road area?  
  Yes, Partially, No, Not sure, No opinion
- Do you have any comments about our proposal to reduce motor traffic in the Wordsworth Road area?

Questions about the respondent

All questions were optional:

- What is your name?
- What is your email address?
- What is your postcode?
- If responding on behalf of an organisation, business or campaign group, please provide us with the name:
- What types of transport do you normally use locally (please tick all boxes that apply)? Private car, Taxi, Van, Lorry, Bus, Coach, Bicycle, Walk, Tube, Train, Motorcycle/scooter
- How did you hear about this consultation? Email from TfL, Letter from TfL, Social media, Media/press, Other
- Do you have any comments about this consultation (e.g. printed materials, website, events etc.)?
Appendix D: Consultation notification letter

Transport for London

7 October 2015

Dear Sir or Madam,

Have your say on a proposed motor traffic reduction scheme for the Wordsworth Road area

In response to feedback from residents during the Cycle Superhighway Route 1 (CS1) consultation in February-March 2015, TfL and Hackney Council are seeking views on a joint proposal to close three junctions to motor traffic in the Wordsworth Road area.

You can see a map showing an overview of the proposed changes on the next page. There is a version of this map at tfl.gov.uk/cs1-wordsworth-road, where you’ll also find detailed maps of our proposals for each junction, and have an opportunity to provide feedback. You have until Monday 16 November 2015 to respond.

What we’re proposing

Wordsworth Road will soon form part of CS1, which is due for completion in spring 2016. Our proposal aims to reduce the high volumes of non-local motor traffic using some residential streets in this area, making this a safer and more pleasant place in which to live, walk and cycle.

The proposed closures would restrict through motor traffic to roads better suited to larger volumes of motor traffic. Existing motor traffic access to properties in the Wordsworth Road area would be retained. There would be minor changes to parking.

The proposals include significant improvements for pedestrians, such as wider footways, measures to slow traffic, and new pedestrian crossings.

These closures would only be effective in reducing motor traffic if all three were implemented together.

Proposed closure of three junctions to motor traffic

Under our proposals, motor traffic would no longer be permitted to pass through the following junctions:

1. Wordsworth Road / Matthias Road / Boleyn Road junction
2. Wordsworth Road / Bennett Road junction
3. Salcombe Road / Truman’s Road junction

MAYOR OF LONDON
Cycle Superhighway Route 1:
Proposal to reduce motor traffic in the Wordsworth Road area
There are detailed maps for each junction and an opportunity to give feedback at tfl.gov.uk/cs1-wordsworth-road. Please respond by Monday 2 November 2015.

1. Wordsworth Road / Boleyn Road junction

Proposals

- Gate and bollards on Wordsworth Road near Matthias Road/Boleyn Road
- Motor vehicle access retained to all properties
- New raised junction to calm all traffic
- New informal crossing on Wordsworth Road, with one parking bay removed
- Parking bay on Wordsworth Road reduced by 1.8 metres

In February-March 2015, we consulted on closing this junction to motor traffic as part of CS1. This included the following measures, which are also proposed now:

- Zebra crossing moved 15 metres north-west along Boleyn Road
- Parking bay on Matthias Road reduced by 4 metres
- New raised traffic islands on Boleyn Road

Impacts

- No motor traffic movements between Wordsworth Road and Matthias Road/Boleyn Road, except refuse and emergency vehicles
- Pedestrians and cyclists could still pass through the junction. We would ensure access widths are sufficient for non-standard cycles
- Improved safety for pedestrians and cyclists, including north-south journeys along CS1 and cyclists turning from Boleyn Road into Wordsworth Road
- Reduced through motor traffic

2. Wordsworth Road / Bennett Road, with minor changes to Prince George Road

Proposals

- Gate and bollards installed between Bennett Road and Wordsworth Road
- Mini roundabout and traffic islands removed from junction of Bennett Road and Wordsworth Road, with footways widened
- Footways widened and new speed hump at junction of Wordsworth Road and Prince George Road
- New informal pedestrian crossings on Wordsworth Road, Bennett Road and Prince George Road

Impacts

- No motor traffic movements between Wordsworth Road and Bennett Road, except refuse and emergency vehicles
- Pedestrians and cyclists could still pass between Wordsworth Road and Bennett Road. We would ensure widths are sufficient for non-standard cycles
- Motor vehicle access retained to all properties
• Improved safety for pedestrians and cyclists, such as north-south CS1 journeys
• Reduced through motor traffic

3. Junction of Salcombe Road and Truman’s Road

Proposals
• Gate and bollards installed at this junction, with new road markings
• Two parking bays on Salcombe Road reduced by 2.5 metres

Impacts
• No motor traffic movements between Salcombe Road and Truman’s Road, except for refuse and emergency vehicles
• Pedestrians and cyclists could still pass between Salcombe Road and Truman’s Road. We would ensure widths are sufficient for non-standard cycles
• Motor vehicle access retained to all properties
• Improved safety for pedestrians and cyclists
• Reduced through motor traffic

Have your say
Find more information and give your feedback at tfl.gov.uk/cs1-wordsworth-road. You can also provide comments via the email or FREEPOST address at the top of this letter. Please respond by Monday 16 November 2015.

Public events
You are invited to attend these drop-in events where TfL and Hackney Council staff will be available to answer questions about our proposals:
St Matthias Church Hall, Dalston CLR James Library,
Wordsworth Road, London, N16 8DD Dalston Lane, London, E8 3BQ
3pm-7pm, Friday 23 October 2015 1pm-3pm, Saturday 24 October 2015

You can also discuss this proposal with TfL staff at the following consultation event:
Miller Memorial Methodist Church, The Avenue, London, N17 6TG
7pm-9pm, Wednesday 21 October 2015

Yours faithfully

Mike Cavenett
Consultation Team
Transport for London
Appendix E: Map of leaflet distribution area

The CS1 Wordsworth Road letter was distributed to 8,959 addresses in the following area, including all properties 400 metres or less from the proposed scheme:
Appendix F: Email to stakeholders and individuals on our database

The following email was sent to over 51,000 recipients on TfL’s road user contact list. We also sent a similarly worded email to over 1000 stakeholders telling them about the three CS1 motor traffic reduction scheme consultations. For a list of stakeholder organisations, see Appendix G.

Dear [recipient/stakeholder],

We would like your views on proposed changes to Broadwater Road in Haringey, and in the Shacklewell and De Beauvoir Town areas in Hackney. The proposals include closing junctions to motor traffic and changes to bus route W4.

For full details and to share your views, please click here

These consultations, which relate to Cycle Superhighway Route 1, will run until Monday 2 November 2015.

Yours sincerely

Nigel Hardy
Head of Sponsorship
Road Space Management

These are our consultation customer service updates. To unsubscribe, please click here
Appendix G: List of stakeholders emailed

3663 First for Foodservice
AA
AA Motoring Trust
Abellio West London
Action for Blind People
Action on Hearing Loss (Formerly RNID)
Age Concern London
Age UK
Age UK London
Alan Hughes
Alive in Space Landscape and Urban Design Studio
Anderson Travel
Andrew Boff AM
Andrew Dismore MP
Andrew Rosindell MP
Andrew Slaughter MP
Angela Watkinson MP
APC-Overnight
Arriva Kent Thameside/Kent & Sussex Arriva Guildford & W Sussex
Arriva London North
Arriva Shires/ E Herts and Essex
Asian Peoples Disabilities Alliance
Association of British Drivers
Association of Car Fleet Operators
Association of Town Centre Management
aswaston - superdrug
ATCoaches t/a Abbey Travel
Automobile Association
Barking and Dagenham
Barry Gardiner MP
Best Bike Training //Cycletastic
Better Transport
Bexley Accessible Transport Scheme
Bexley Council
BHS Bikeability
Bidvest logistics
Bikeworks
BikeXcite
Blue Triangle Buses
Bob Blackman MP
Bob Stewart MP
Boris Johnson MP
Breakspears Road Project
Brentwood Community Transport
Brewery Logistics Group
British Cycling
British Land
British Medical Association
British Motorcyclists Federation
British Retail Association
British School of Cycling
BT
Bucks Cycle Training
Bus Watch West Haringey
Business B t/a Expeditional
Buzzlines
CABE - Design Council
Camden Council
Camden mobility forum
Campaign for Better Transport
Campbell’s
Canal & River Trust London
Capital City School Sport Partnership
Caroline Pidgeon AM
Carousel Buses
Catherine West MP
CBI
CBI-London
Centaur Overland Travel
Central London Cab Trade Section
Central London CTC
Central London Forward
Central London Freight Quality Partnership
Central London NHS Trust
Centre for Accessible Environments
Chalkwell Garage & Coach Hire
Chartered Institute of Logistics and Transport
Chris Grayling MP
Chris Philip MP
Christopher Stephen Hunn t/a Travel with Hunny/TWH
Chuka Umunna MP
City Bikes (Vauxhall Walk)
City link
City of Westminster
City of London
City of London Access Forum
Clive Efford MP
Cobra Corporate Services
Community Transport Association
Confederation of Passenger Transport
Covent Garden Market Authority
Crispin Blunt MP
Cross River Partnership
Croydon Coaches UK t/a Coaches Excetera
Croydon mobility forum
CT Plus t/a Hackney
Community Transport
CTC
Cycle Confidence
Cycle Confident
Cycle Experience
Cycle Newham
Cycle Systems
Cycle Training East
Cycle Training UK (CTUK)
Cyclelyn
Cycle-wise Thames Valley
Cycling Embassy of Great Britain
Cycling Tuition
cycling4all
Cyclists in City
Darren Johnson AM
David Burrowes MP
David Evennett MP
David Gauke MP
David Lammy MP
Dawn Butler MP
Department for Transport
DHL
DHL Express
DHL UK & Ireland
Diane Abbott MP
Diane Abbott MP
Disability Alliance
Disability Rights UK
Disabled Persons Transport Advisory Committee
Dominic Raab MP
Dr Mathias MP
E Clarke & Son (Coaches) t/a Clarke’s of London
Ealing Council
East and South East London Thames Gateway Transport Partnership
East Surrey Rural Transport Partnership t/a Polestar Travel
ECESurface TEAM
EDF Energy
Edmonton CLP
Eleanor Laing MP
Emily Thornberry MP
Enfield Council
English Heritage
English Heritage - London
Ensign Bus Company
Evolution Cycle Training
Express Network Forum
Representative from (Robin Parr-Davis will co-ordinate response)
Federation of Small Businesses
Fiona MacTaggart MP
Fiona Twycross AM
First Beeline Buses
Freight Transport Association
Friends of Earth
FTA
Future Inclusion
G4S
Gareth Bacon AM
Gareth Thomas MP
Gatwick Flyer
Gavin Barwell MP
GLA Strategy Access Panel members
Go-Coach Hire
Golden Tours (Transport)
Grant Shapps MP
Greater London Authority
Greater London Forum for Older People
Greater London Forum for Elderly
Green Flag Group
Green Urban Transport
Greg Hands MP
Guide Dogs
Guide Dogs Association
Guide Dogs for Blind - Inner London District team
Guide Dogs for Blind Association
Hackney Safer Transport Team
Haringey mobility forum
Haringey Safer Transport Team
Harriet Harman MP
Health Poverty Action
Heidi Alexander MP
Helen Hayes MP
Hermes Europe
Hertfordshire County Council
Highgate Society
Hillingdon Council
Hillingdon mobility forum
Homerton Hospital
Hounslow mobility forum
HR Richmond t/a Quality Line
Iain Duncan Smith MP
IBM
Inclusion London
Independent Disability Advisory Group
Institute for Sustainability
Institute of Advanced Motorists
Institution of Civil Engineers
Islington Council
Islington mobility forum
J Brierley & E Barvela t/a Snowdrop Coaches
James Berry MP
James Bikeability
James Brokenshire MP
James Cleverly MP
Jane Ellison MP
Jennette Arnold AM
Jenny Jones AM
Jeremy Corbyn MP
Jeremy Corbyn MP
Jeremy Corbyn MP
Jeremy Reese t/a Little Bus Company
Jim Dowd MP
Jim Fitzpatrick MP
Jo Johnson MP
Joanne McCartney AM
John Biggs AM
John Cryer MP
John Lewis Partnership
John McDonnell MP
Joint Committee on Mobility of Blind and Partially Sighted People (JCMOBPS)
Joint Mobility Unit
Jon Cruddas MP
Justine Greening MP
K&C mobility forum
Karen Buck MP
Kate Hoey MP
Kate Osamor MP
Keir Starmer MP
Keith Gould
Keltbray (construction)
Kingston Mobility Forum
Kit Malthouse MP
Kwasi Kwarteng MP
Laing O’rourke
Lambeth Cyclists
LB of Barking and Dagenham
LB of Barnet
LB of Bexley
LB of Brent
LB of Bromley
LB of Camden
LB of Croydon
LB of Ealing
LB of Enfield
LB of Hackney
LB of Hammersmith
LB of Haringey
LB of Harrow
LB of Havering
LB of Hillingdon
LB of Hounslow
LB of Islington
LB of Lambeth
LB of Lewisham
LB of Merton
LB of Newham
LB of Redbridge
LB of Richmond
LB of Southwark
LB of Sutton
LB of Tower Hamlets
LB of Waltham Forest
LB of Wandsworth
LCC in Hackney
Len Duvall AM
Leonard Cheshire Disability
Lewisham Council
Lewisham Cyclists
Licenced Taxi Drivers Association
Licensed Private Hire Car Association (LPHCA)

Line Line Coaches (TGM)
Living Streets
Living Streets London
Local Government Ombudsman
London Ambulance Service
London Bike Hub
London Cab Drivers’ Club
London Central Cab Section
London Central LD
London Chamber of Commerce and Industry
London City Airport
London Climate Change Partnership
London Councils
London Cycling Campaign
London Duck Tours
London European Partnership for Transport
London Fire and Emergency Authority
London Fire Brigade
London First
London General
London Mencap
London Older People's Strategy Group
London Omnibus Traction Society
London Private Hire Board
London Strategic Health Authority
London Suburban Taxi Drivers’ Coalition
London Taxi Drivers’ Club
London Tourist Coach Operators Association (LTCOA)
London TravelWatch
London Underground
London United Busways
London Visual Impairment Forum
Lynne Brown MP
Margaret Hodge MP
Mark Field MP
Marshalls Coaches
Matthew Offord MP
Matthew Pennycook MP
Meg Hillier MP
Merton Council
Metrobus
Metrolime
Metropolitan Police Heathrow Airport
Metropolitan Police Service
Michael Fallon MP
Mike Freer MP
Mike Gapes MP
MIND
Mobile Cycle Training Service
Mode Transport
Motorcycle Action Group
Motorcycle Industry Association
Mullany's Coaches
Murad Qureshi AM
National Autistic Society
National Children's Bureau
National Express
National Grid
National Motorcycle Council
Naveed Ahmed
Navin Shah AM
Neil Coyle MP
NHS Care Commissioning Group
NHS London
Nick de Bois MP
Nick Hurd MP
Nicky Gavron AM
North London Strategic Alliance
Northbank BID
Ocean Youth Connexions
Oliver Dowden MP
Olympus Bus & Coach Company t/a Olympian Coaches
On Your Bike Cycle Training
Onkar Sahota MP
Oxford Tube (Thames Transit)
Parcel Force
Parcelforce Worldwide
Parliamentary Advisory Council for Transport Safety (PACTS)
Passenger Focus
Patrick McLoughlin MP
Paul Scully MP
Philip Kemp Cycle Training
Planning Design
Porcellio t/a Meridian Duck Tours
Port of London Authority
Powerscroft Road Initiative for Neighbourhood Community & Environment
Premium Coaches
Private Hire Board
Purple Parking
Puzzle Focus
Queen Mary University of London
R Hearn t/a Hearn’s Coaches
RAC
RAC Foundation for Motoring
Red Rose Travel
Redbridge Cycling Centre
Redwing Coaches (Pullmanor)
Reliance Travel
Reynolds Diplomat Coaches
Richard Harrington MP
Richard Tracey AM
Richmond Council
RMT Union
RNIB
RNID
Road Haulage Association
Robert Neill MP
Roger Evans AM
Royal Borough of Greenwich
Royal Borough of Kensington and Chelsea
Royal Borough of Kingston upon Thames
Royal Institute of British Architects
Royal Institute of Chartered Surveyors
Royal London Society for Blind People
Royal Mail
Royal Mail ParcelForce
Royal Town Planning Institute (RTPI)
Rupa Huq MP
Rushanara Ali MP
Ruth Cadbury MP
Sadiq Khan MP
Sainsbury’s Supermarkets
Sam Gyimah MP
Sardar Ali Khan t/a Red Eagle
SCOPE
Seema Malhotra MP
Sense
Siobhain McDonagh MP
Sixty Plus
South Bucks Cycle Training
South East London PCT
South Herts Plus Cycle Training
South London Business Forum
South London Partnership
Southdown PSV
Southgate & Finchley Coaches
Southwark Cyclists
Space syntax
Spokes Cycling Instruction
STA Bikes
Stella Creasy MP
Stephen Hammond MP
Stephen Knight AM
Stephen Pound MP
Stephen Timms MP
Steve O’Connell MP
Steve Reed MP
Stroke Association
Stroud Green Residents Association
Sullivan Bus and Coach
Sunwin Service Group
Sufrans
Sutton Centre for Voluntary Sector
Sutton Mobility Forum
Tania Mathias MP
Taxi and Private hire
Taxi Rank & Interchange Manager
Technicolour Tyre Company
Teresa Pearce MP
Terravision Transport / Stansted Transport
TFL Press Office
TGM Group
Thames Water
Thamesmead Business Services
Association of Guide Dogs for Blind
Big Bus Company
British Dyslexia Association
British Motorcyclists’ Federation
Canal & River Trust
City of Oxford Motor Services
Ghost Bus Tours
Kings Ferry
Licensed Taxi Drivers’ Association
Original London Sightseeing Tour / London Pride Sightseeing
Owner Drivers’ Society
Road Haulage Association
Royal Parks
Theresa Villiers MP
Thomas’s London Day Schools (Transport)
TNT
Tom Brake MP
Tom Copley AM
Tony Arbour MP
Tower Hamlets Mobility Forum
Tower Transit Operations
Trade Team
Traffic Management Police Partnership Unit
Councillors notified of the consultation

Below is a table showing the Hackney and Islington councillors to whom we sent email notifications when the Wordsworth Road consultation launched in October 2015:

<table>
<thead>
<tr>
<th>Ward</th>
<th>Councillors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clissold (Hackney)</td>
<td>Sophie Cameron</td>
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<tr>
<td></td>
<td>Sade Etti</td>
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<td></td>
<td>Ned Hercock</td>
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<tr>
<td>Shacklewell (Hackney)</td>
<td>Michelle Gregory</td>
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<td></td>
<td>Richard Lufkin</td>
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<td>Stoke Newington (Hackney)</td>
<td>Mete Coban</td>
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<td></td>
<td>Susan Fajana-Thomas</td>
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<td></td>
<td>Louisa Thomson</td>
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<tr>
<td>Mildmay (Islington)</td>
<td>Joe Caluori</td>
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<td></td>
<td>Jenny Kay</td>
</tr>
<tr>
<td></td>
<td>Olly Parker</td>
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</tbody>
</table>

Westminster Council
Westminster Cyclists
Wheels for Wellbeing
Whizz-Kidz
Wilson's Cycles
Wincanton
www.cyclinginstructor.com
Yodel
Young Lewisham and Greenwich Cyclists
Zac Goldsmith MP
Appendix H: Barrett’s Grove GP surgery form

Have your say on proposals for motor traffic reduction in the Wordsworth Road area

We want your views on our proposals for motor traffic reduction in the Wordsworth Road area. Find out more about the scheme and give us your feedback in the following ways:

- Visit our website and fill in the survey: tfl.gov.uk/cs1-wordsworth-road
- Come along to our public drop-in events:
  - St Matthias Church Hall,
    Wordsworth Road, London, N16 8DD
    3pm-7pm, Friday 23 October 2015
  - Dalston CLR James Library,
    Dalston Lane, London, E8 3BQ
    1pm-5pm, Saturday 24 October 2015
- Send this completed form to: FREEPOST TFL CONSULTATIONS

Please provide feedback on the proposals below, or on a separate sheet of paper. Please also fill in the questions on the next page:

You might like to include the following information: what mode of transport brought you to the surgery; what route was taken?

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Continued overleaf

MAYOR OF LONDON

TRANSPORT FOR LONDON
Appendix I: Improving road user behaviour

Our approach is to promote the message that the Highway Code must be adhered to by all road users, and we are strongly in favour of promoting the ethos of ‘responsible cycling’ and mutual respect between cyclists and other road users. This means working to eliminate offences such as jumping red lights, cycling on the pavement and cycling at night without adequate lighting.

Cyclists are expected to follow the same rules in the Highway Code as other road users as per the Road Traffic Act 1991.

Cyclists who go through red lights, or cycle on pavements, can be given a Fixed Penalty Notice (FPN), which carries a fine of £50. FPNs of up to £50 can also be given to cyclists who do not use lights outside of daylight hours.

In certain circumstances, cyclists could be fined up to £2,500 for dangerous cycling and up to £1,000 for careless cycling. These could include incidents where cycling on a pavement has severely compromised the safety of another road user and/or resulted in the injury of a pedestrian.

Enforcement activity is conducted using a balanced approach between motorists and cyclists, and action is taken against motorists who behave irresponsibly – for example, driving while using a mobile phone or disobeying traffic signals.

Enforcement

Our emphasis is on improving road user behaviour through a balanced programme of education and enforcement.

We fund a Metropolitan Police Service (MPS) Safer Transport Team (STT) in every London borough, which provides high-visibility policing on the road and surface transport network. All STTs have six main objectives, one of which is improving cyclist safety. STTs engage with the public to help them set their policing priorities, and work alongside MPS Safer Neighbourhood Teams as necessary.

The police will concentrate their resources on those issues of most concern based on intelligence. Concerns pertaining to a particular location can be reported to the Metropolitan Police Service via the Road Safe London website (www.met.police.uk/roadsafelondon), which has been set up to allow the public to pass on information in confidence about illegal or nuisance road use.

Press release on the Mayor backing Police Road Safety operation:

Roads and Transport Policing Command (RTPC)

We have worked with the Metropolitan Police Service (MPS) to create the new MPS Roads and Transport Policing Command (RTPC), comprising over 2300 officers, all making road safety and road reliability a key priority. We work in close partnership with the MPS RTPC to reduce Killed and Serious Injury (KSI) casualties on London’s roads through targeted enforcement, engagement and education. The RTPC went operationally live in December 2014.


Cycle Safety Team (formerly known as the Cycle Task Force)

We fund officers within the Metropolitan Police Service (MPS) Cycle Safety Team to engage and educate all road users and enforce against irresponsible behaviour.

All are qualified traffic officers, trained police pursuit drivers and motorcyclists with qualifications in collision investigation and vehicle examination. Most are also qualified to drive Heavy Goods Vehicles (HGVs).

The team leads on the Exchanging Places programme (see below), which gives cyclists the opportunity to see the road from the driver’s seat of an HGV, and these officers have also advised at HGV driver training (Certificate of Professional Competence) courses run by Crossrail.

The team engages in enforcement of all road users. Approximately 50 per cent of offences reported are committed by car drivers and motorcycle riders, 26 per cent by commercial vehicle drivers and 24 per cent by cyclists.

City of London Police

Transport for London provides funding to the City of London Police to carry out cycle safety education and enforcement. Their ongoing ‘Operation Atrium’ sees officers in both high visibility and plain clothes providing advice and enforcement to all road users at key junctions. More than half of all cyclists caught committing offences have subsequently participated in the Exchanging Places programme to have their ticket rescinded.

Exchanging Places

Exchanging Places events allow cyclists the opportunity to get into the cab of a Heavy Goods Vehicle (HGV) or bus and learn about their blind spots to get a better understanding of what the driver can and can’t see, especially in regards to cyclists on the
nearside and directly in front of the vehicle. Exchanging Places events take place on average once a week in London, and are run by the Metropolitan Police Service (MPS) and City of London Police. The scheme is organised by MPS Roads and Transport Policing Command and the City of London Police in partnership with Transport for London and a number of freight operators, and works with private and public bodies to tailor events.

Up to August 2015, approximately 20,000 cyclists had taken part in an MPS Exchanging Places event since they started in 2007. Feedback shows that 99 per cent of participants would recommend the programme to a friend and 97 per cent will change their riding habits as a result of the experience. The Exchanging Places programme was awarded a Prince Michael International Road Safety Award in 2013.

To learn more about Exchanging Places, visit www.tinyurl.com/explacesvideo. Details of future events can be found at http://content.met.police.uk/Site/safertransportcyclesafety.

Capital Cycle Safe

The MPS Cycle Safety Team has piloted a new Penalty Notice for offences committed by cyclists. Cyclists may be offered the opportunity to complete the Capital Cycle Safe online cycle safety course for a reduction of the penalty amount. Up until August 2015, the Cycle Safety Team had issued over 4,000 notices for the course, which is produced by AA Drivetech. This scheme is being updated and is being rolled out to other UK police forces.

Community Roadwatch

We are working in partnership with the Metropolitan Police Service and City of London Police to run Community Roadwatch, a road safety initiative that aims to reduce speeding in residential areas.

Community Roadwatch gives local residents the opportunity to work side by side with their local police teams, and use speed detection equipment to identify speeding vehicles in their communities. Warning letters are issued where appropriate, and the information captured may help to inform the future activity of local police teams.

Community Roadwatch is being rolled out across London in phases, with a commitment to reach all London boroughs by December 2015.

If you would like to take part in Community Roadwatch, or wish to suggest a residential area where there are community concerns around speeding, contact the teams via www.tfl.gov.uk/CommunityRoadwatch.
Appendix J: GP’s surgery petition sheet

Three petition sheets were submitted by the GP’s surgery in Barrett’s Grove, with a total of 248 names. An example sheet is reproduced below:

```
Please sign this petition if you are against current TfL proposal to close Wordsworth Road to all motor vehicles. If closed this will prevent access to Barrett's Grove surgery. Thank you.

Name and contact details (Tel/Email)

CS1 Wordsworth Road area

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Tel/Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Doe</td>
<td>123 Main St</td>
<td>1234567</td>
</tr>
<tr>
<td>Jane Smith</td>
<td>456 Other St</td>
<td>7890123</td>
</tr>
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<td>...</td>
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</tr>
</tbody>
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(Continued on the next page)