

Quietways TLRN Consultation

Stamford Street/Cornwall Road junction

Response to consultation

March 2015

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Executive Summary

Between 15 December 2014 and 9 February 2015, Transport for London (TfL) consulted on proposals for the junction of Stamford Street and Cornwall Road. We received 64 responses to the consultation, of which 59% supported or partially supported our proposals. However, some expressed concern that the plans don't go far enough.

Having considered the responses, TfL intends to proceed with the scheme as shown in the consultation documentation.

The works will commence and are planned to start in late April 2015. We will write to local residents and businesses before work starts to provide an overview of the updated plans and an outline of the construction programme.

This document explains the processes, responses and outcomes of this consultation, as well as TfL's responses to issues commonly raised.

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1 Background

1.1 About Quietways

The Quietways form a key part of the Mayor's Vision for Cycling; a 10 year plan to deliver cycling improvements across the Capital. By 2022, £913m will be invested in cycling and we envisage over £123m to be allocated to this programme.

The Quietways will deliver a pan-London network of high quality, well-signed cycle routes predominately using back streets with little traffic. They are designed to overcome barriers to cycling, targeting less confident cyclists and those who prefer a more relaxed journey. Quietways will complement other cycling initiatives, such as the Central London Cycling Grid and Cycle Superhighways.

Transport for London is working in partnership with the London boroughs and managing authorities to deliver seven Quietways routes by late spring 2016. The seven pilot routes, boroughs and partners, are

- **Q1 Waterloo to Greenwich** (LB Lambeth, LB Southwark, LB Lewisham, LB Greenwich)
- **Q2 Bloomsbury to Walthamstow** (phase 1 - Bloomsbury to Mare Street) (LB Camden, LB Islington, LB Hackney, LB Waltham Forest, Lea Valley Regional Park)
- Regents Park to Gladstone Park (Dollis Hill) (City of Westminster, LB Camden, LB Brent)
- Elephant & Castle to Crystal Palace (LB Lambeth, LB Southwark)
- Aldgate to Hainault (phase 1 – Mile End to Barkingside) (LB Tower Hamlets, LB Hackney, LB Newham, LB Redbridge, and the London Legacy Development Corporation)
- Waterloo to Croydon (via Clapham Common) (LB Lambeth, LB Wandsworth, LB Croydon)
- Clapham Common to Wimbledon (LB Lambeth, LB Wandsworth, LB Merton)

Design on the first two pilot routes is well underway. It is expected that they will be delivered by summer 2015. The remaining five routes are expected to be delivered by late spring 2016.

1.2 About this report – Stamford Street to Cornwall Road

There are junctions on the Transport for London Road Network (TLRN) along the pilot routes and for these it is the responsibility of TfL to consult on changes at these locations. Modifications at these junctions range from providing Advanced Stop Lines (ASLs) and carriageway markings to more complex reworkings of junction layouts.

The Stamford Street and Cornwall Road junction is on the proposed Waterloo to Greenwich Quietway. The London boroughs will consult locally on their respective sections of the route.

2 Introduction

2.1 Purpose of the Scheme

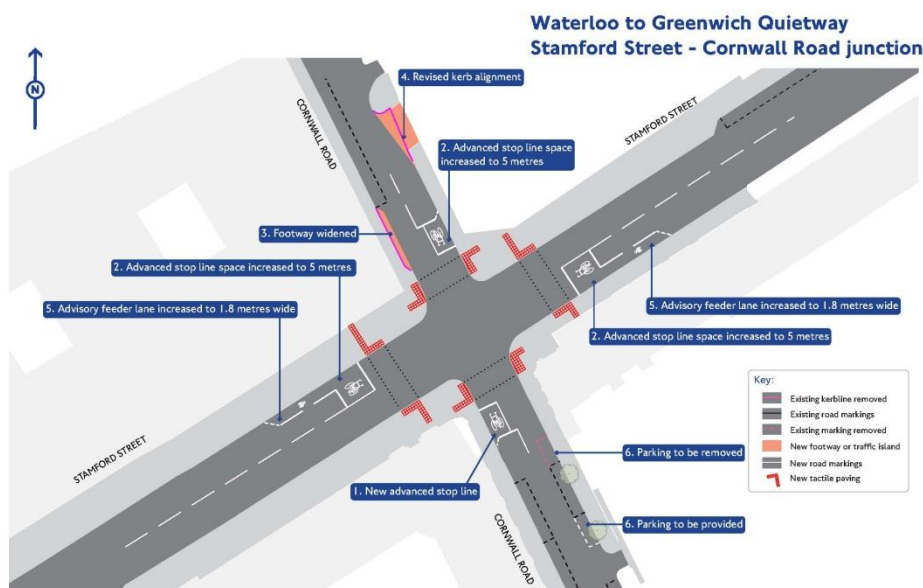
As part of the Quietways programme, TfL is developing proposals to enhance facilities for cyclists and pedestrians without adversely affecting other road users. During December to early February 2014 we invited the public and key stakeholders to comment on its proposals for the TLRN junction of Stamford Street and Cornwall Road.

2.2 Description of the proposals

- a) A new Advanced Stop Line (ASL) on the southern arm of Cornwall Road. This would provide a new area in which cyclists can wait at a red traffic signal in front of other traffic, giving them a 'head start' when the signals change to green
- b) ASL space increased to five metres on both Stamford Street arms and the northern arm of Cornwall Road. This would provide more space for cyclists to wait at a red traffic signal ahead of other traffic
- c) Footway widened on the western side of the northern arm of Cornwall Road, using unused carriageway space by increasing the space for pedestrians around the junction
- d) Realignment of the eastern kerb line on the northern arm of Cornwall Road to assist cyclists positioning when approaching the junction
- e) Advisory cycle feeder lanes increased to 1.8 metres wide. This would improve cyclists' access to the ASLs
- f) A section of parking bay on the southern arm of Cornwall Road has been moved a short distance. This would remove a possible conflict point between cyclists waiting in the ASL and southbound vehicles

2.3 Location maps

For a larger version of this junction plan and in context to the whole route see page 22.



3 The consultation

The consultation ran from 15 December 2014 to 9 February 2015. It was designed to enable TfL to understand local opinion about the proposed junction changes.

The potential outcomes of the consultation are:

- We decide the consultation raises no issues that should prevent us from proceeding with the scheme as originally planned
- We modify the scheme in response to issues raised in consultation
- We abandon the scheme as a result of issues raised in the consultation

The objectives of the consultation were:

- To give stakeholders and the public easily-understandable information about the proposals and allow them to respond
- To understand the level of support or opposition for the change
- To understand any issues that might affect the proposal of which we were not previously aware
- To understand concerns and objections
- To allow respondents to make suggestions

3.1 Who we consulted

The public consultation intended to seek the views of people living close to the junction. We also consulted stakeholders including the affected councils, traffic police, London TravelWatch, Members of Parliament, Assembly Members, London Cycling Campaign and local interest groups.

A list of the stakeholders consulted is shown in **Appendix D**. A summary of the stakeholder groups that responded is in **Section 5**.

3.2 Consultation material, distribution and publicity

The consultation material was available at tfl.gov.uk/Stamford-street, via door drop, and email. Materials included an overview letter, along with a detailed drawing of the junction showing the proposals. We invited people to respond via an online survey on the TfL website, by letter, telephone and email to consultations@tfl.gov.uk.

We promoted the consultation through multiple channels:

Email: We emailed 539 stakeholder groups. A list of these stakeholders is shown in Appendix D of this report and a copy of the email is available in **Appendix E**.

Letter: We distributed a consultation letter and junction plan to 5,870 residents and businesses within a 400 metre radius of the junction. A copy of the letter and location area of the door drop is shown in **Appendix B**.

The consultation asked one question; Do you support the proposed changes to the Quietway TLRN junction at Stamford Street and Cornwall Road?

The options to choose to reply from were

- Yes
- Partially
- Not sure
- No
- No opinion

The results for the above question are on page 9 for the public and page 14 for stakeholders.

4 Overview of consultation responses

4.1 Number/Type of responses received

The consultation received **64*** responses in total; eight emails were received and 56 from online respondents.

A breakdown of the number of responses received by respondent type can be seen in Table 1 below.

Table 1: Consultation responses by respondent type

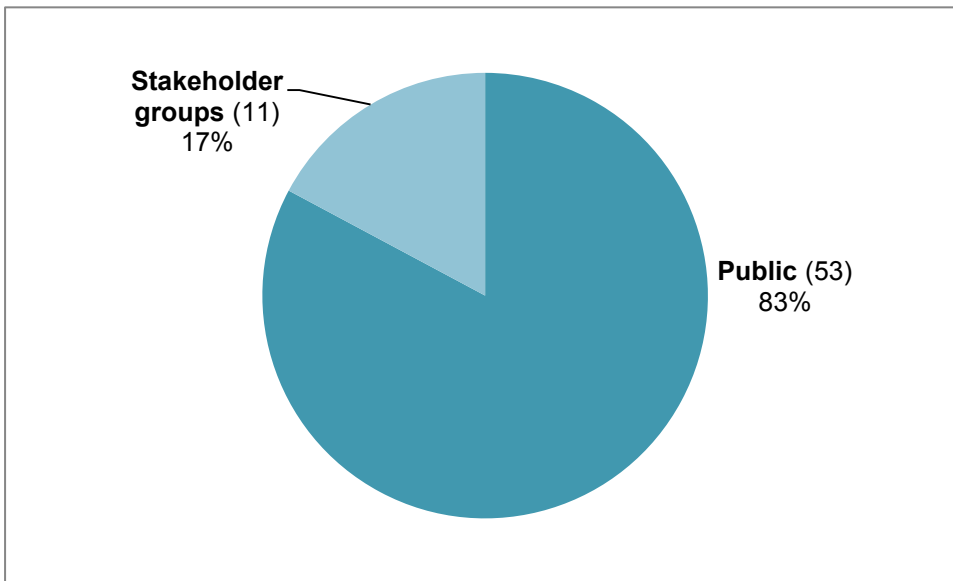
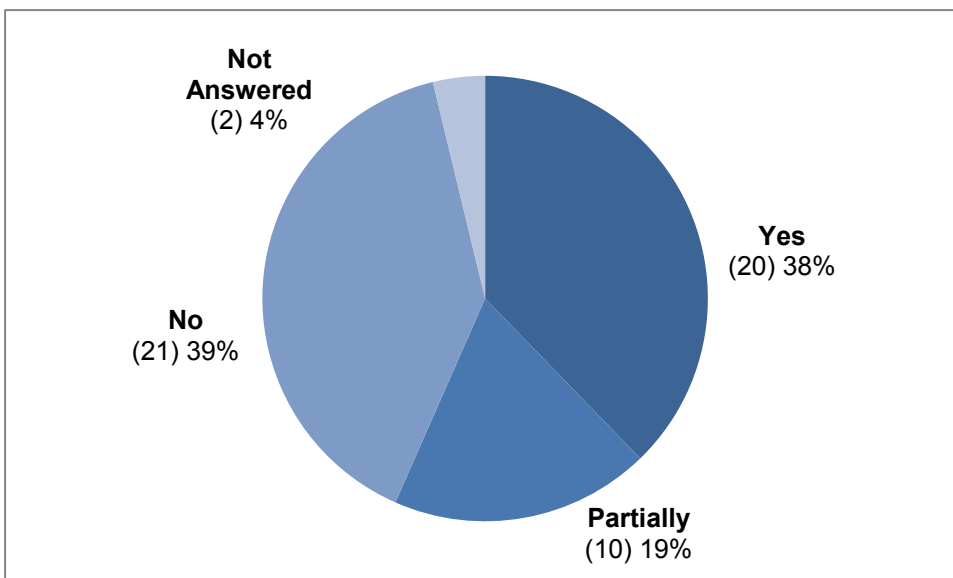
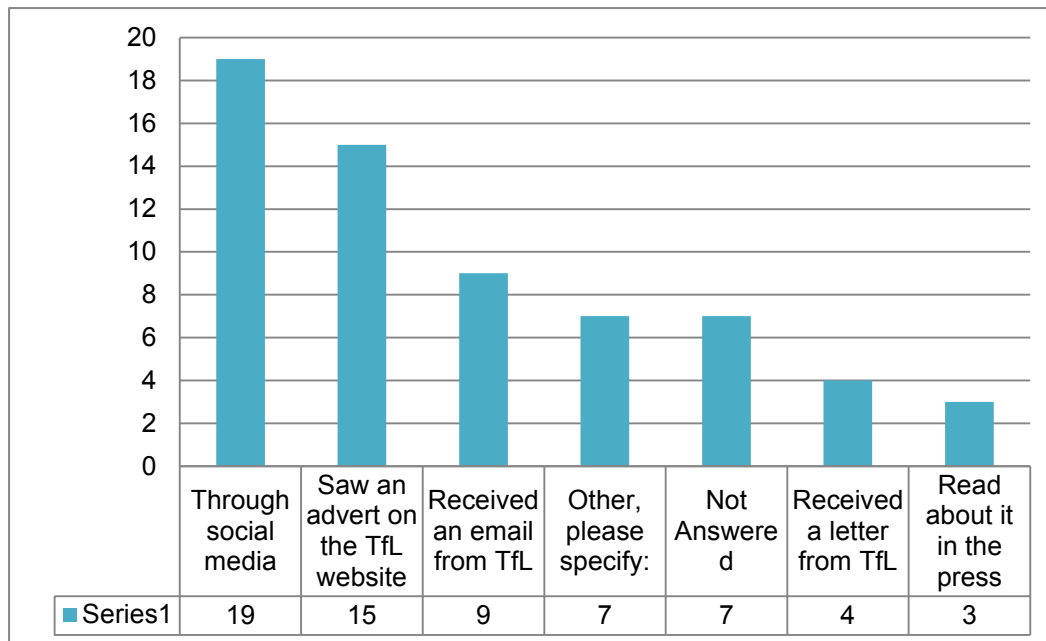


Table 2: Response to – Do you support the proposed scheme? PUBLIC ONLY



*Please note, the closed question on the overall proposals was not directly answered by 6 respondents. We have therefore coded their responses according to their comments on the overall proposals, and their answers to other questions in the survey. With these 6 manually-coded responses removed, the results break down as: Yes - 40%; Partially - 19%; Yes and partially – 59%; No - 38%, Not answered - 3%.

**Table 3: Answers received to question – How did you hear about this consultation?
PUBLIC AND STAKEHOLDERS RESPONSES COMBINED**



Others specified

- Through Greenwich Cyclists
- SE1 website (twice)
- Looking at proposed Quietways routes
- Visited consultation hub
- Kennington POB (People On Bikes)
- Email from another cycling group

5 Analysis of consultation comments

5.1 Comments from the Stamford Street/Cornwall Road TLRN junction

Of the **64** respondents who replied to the consultation, 54 (84% of the total) provided comments. The issues most commonly raised are outlined below.

a) Negative comments about ASLs and feeder lanes: 16 respondents (25%) were concerned about the level of protection ASLs and feeder lanes offered and about motorist compliance. Comments included:

i. 8 respondents: ASLs are not enough; they offer little or no protection

Cyclist Touring Club (CTC) London: The lead-in lanes to the ASLs are very short; these should be as long as the traffic queue or a reason for their termination.

Southwark Living Streets: A semi-segregated lead into the ASL from both the east and west directions should be created.

ii. 5 respondents: Feeder lanes require more space, 1.8m length or width isn't wide enough

iii. 4 respondents: Motorist behaviour change required towards ASLs

- ASLs are not enforceable and are often occupied by motor vehicles, they need to be enforced.
- Most drivers think they can drive into an ASL whenever there isn't a cyclist in it

b) Concern at perceived lack of ambition: 14 respondents (22%) were concerned that the changes were cosmetic and minor, unambitious, and requested segregation. Comments included:

i. 6 respondents: These are unambitious designs and no safer for cyclists

ii. 5 respondents: These proposals are cosmetic and minor changes

LB Lambeth: Said it is uncertain that the proposals alone will drastically improve the junction for cyclists.

iii. 4 respondents: Junction flow concerns and segregation requests

Capital Rides: Local cycling instructor said Cornwall Road is not a good cycling environment, and that the plan would not substantially change this.

c) Suggestions for junction alterations: 12 respondents (19%) made suggestions for changes or additions to the proposed scheme. Comments included:

- 5 respondents: To avoid congestion change the parking rules by adding double yellow lines at southern and northern ends of Cornwall Road junction
- 4 respondents: Close Cornwall Road to motor traffic or make one way
- 3 respondents: Car parking should be removed
- 2 respondents: Requested car parking to be added

Sustrans: Said they are supportive of the removal of parking, however double red lines (or double yellow lines) should be extended on either side of the road to prevent any parking close to the junction.

- d) Junction plans offer little or no safety improvements:** 11 respondents (17%) were concerned that the junction plans offered little or no safety improvements.

Southwark Living Streets: Said that Stamford Street remains an extremely intimidating environment to cycle along.

Alliance of British Drivers: Said that they were particularly opposed to the build-out of the kerb on Cornwall Road, claiming that such designs are dangerous as they tend not to be seen by the drivers until too late and obstruct the free flow of traffic.

Cyclist Touring Club (CTC) London: Said that the general traffic lane opposite the ASL in Stamford Street should be at least 4 metres wide to avoid cyclists being squeezed.

- e) Rat-running:** 10 respondents (16%) were concerned about motor vehicles 'rat-running' along Cornwall Road.

Capital Rides: Said stop traffic rat-running along Belvedere Road/Upper Ground spine through bollard closures that allow pedestrians and cyclists through.

- f) Cost concerns:** 8 respondents (12%) were concerned that the scheme is a waste of money and/or that cyclists should contribute to the cost of the highway.

- g) General positive comments:** 7 respondents (11%) welcomed the junction improvements. Comments included:

- I regularly cycle from New Cross to central London via Waterloo using these back roads – any improvements would be most welcomed.
- I welcome the investment to put the safety of cyclists first.
- Looks like a good step in the right direction. Hope we can have many more of these in the years ahead.
- Good idea to remove the parking on Cornwall Road, as there is always a jam with cars trying to enter and exit Cornwall Road.

Sustrans: Are supportive of widening all existing ASLs and cycle feeder lanes to give cyclists a head start over traffic.

London TravelWatch: Said the best road designs are understandable and self-explaining. This proposal complies with this principle and so is welcomed.

John Lewis Partnership: Said we fully support schemes that help make cycling in London safer.

Other responses with two comments or less included

- Propose a 20 mph speed limit
- Provide clear signage for right of way
- Add additional cycling parking
- Suggestion to register cyclists
- The waiting area should be replaced with a yellow box
- Suggestion change to add split signalling (pedestrians/cyclists)
- Cyclists should be policed in the area for breaking the Highway Code,

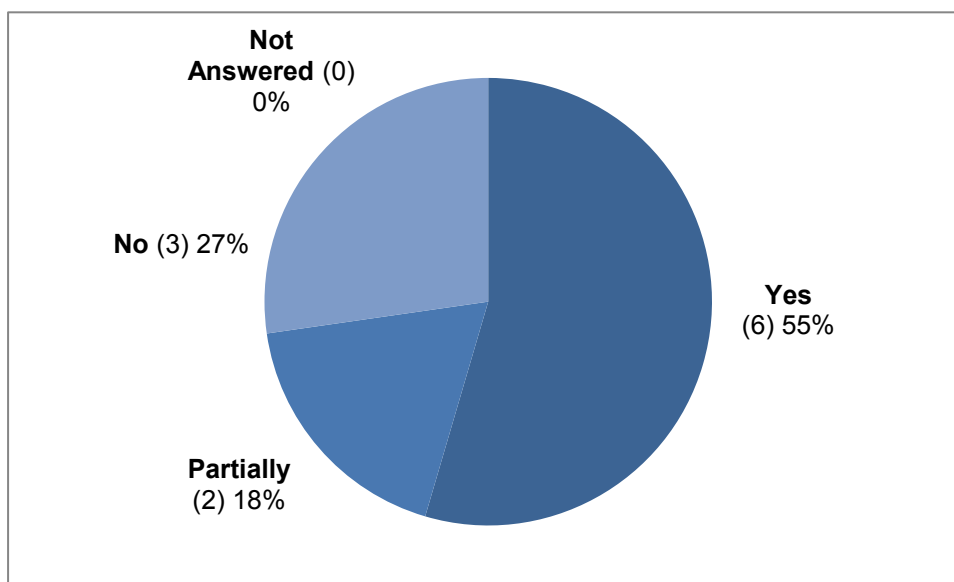
John Lewis Partnership: Request that kerbside loading is accommodated, practically and safely.

LB Lambeth: Said that signals at the junction appears to let few vehicles through, leading to a build up of traffic waiting to turn into Stamford Street, competing with vehicles parked in the bays on the south side of Cornwall Road.

5.2 Stakeholder responses

There were 11 stakeholder responses, a summary of which follows below.

Table 4: Response to – Do you support the proposed scheme?



5.3 Summary of stakeholder responses

These are listed in alphabetical order

Stakeholder group	Summary of response
Alliance of British Drivers	Particularly opposed to the build-out of the kerb on Cornwall Road. Said such designs are dangerous as they tend not to be seen by drivers until too late and obstruct the free flow of traffic.
Bromley Cyclists (sub group of LCC)	Argued the adjustments will give few benefits for cyclists and seem to be an exercise in 'being seen to do something' rather than tackling issues elsewhere.
Capital Rides (Cycling instructor)	As a cycling instructor who teaches adults and pupils in this area the respondent does not consider Cornwall Road, especially north of Stamford Street to be a good cycling environment. And does not believe that the plan substantially changes this. The respondent has provided an image of how the South Bank be made child cycle-friendly while also allowing deliveries of goods and building materials, taxis to drop off theatre-goers, and people with blue badges or an aversion to public transport to drive to the area https://www.google.com/maps/d/u/0/edit?mid=zcydiBFjzdoQ.k36fyzY9-9I8

Catford Police Traffic Garage	No issues with these two junctions.
Cyclist Touring Club (CTC) London	Said the lead-in lanes to the ASLs are very short; these should be as long as the traffic queue or a reason for their termination. Requested for the general traffic lane opposite the ASL in Stamford Street to be at least 4.0m wide to avoid cyclists being squeezed, and for additional cycle parking to be incorporated.
John Lewis Partnership	Said it fully supports schemes that help to make cycling in London safer. Requested that care be taken to ensure that kerbside loading is accommodated as practically and as safely as possible, and without compromise to other road users.
LB Lambeth	<p>Said it is difficult to assess the proposals without them being placed in the context of the wider Quietway proposals, but is uncertain that the proposals alone will drastically improve the junction for cyclists. Added that the junction (and Stamford Street as a whole) will only be improved for cyclists and pedestrians if the large volume of heavy vehicles (lorries, coaches and buses) is reduced.</p> <p>Expressed concerns relating to the level of traffic using Cornwall Road between Stamford Street and Belvedere Road and the timing of the traffic lights, which it said appeared to let very few vehicles through at a time. It added that this sometimes leads to a build up of traffic waiting to turn into Stamford Street which competes with other vehicles parked in the bays on the South side of Cornwall Road.</p> <p>Said that TfL should analyse the responses from this consultation, but then pause the implementation to wait for the wider Quietway plans to be finalised and to ensure that they compliment each other.</p>
London Fire and Emergency Planning Authority	Said the proposals have very little impact on the London Fire Brigade. However, the respondent welcomes any proposal to improve road safety and during the construction phase and we would like to ensure continued liaison with managers at local fire stations to enable pre planning to minimise any possible disruption to appliances attending incidents.
London TravelWatch	Said the best road designs are understandable and self-explaining. This proposal complies with this principle and so is welcomed.
Southwark Living Streets	Said the proposals appear adequate in relation to Cornwall Road, but requested further improvements to Stamford St such as a 20mph speed limit and the creation of a semi-segregated lead into the ASL for cyclists from both the east and the west directions.

	Added that Stamford Street remains an extremely intimidating environment to cycle along.
Sustrans	Generally supportive of the minor proposals to this junction. Although this is a quiet junction, an ASL would make cyclists feel safer. Supportive of widening all existing ASLs and cycle feeder lanes. This should give cyclists a larger 'head start' over traffic which is beneficial for slower cyclists and disability cyclists who can find the slope makes it harder to accelerate. Supportive of the footway widening as this should encourage vehicles to not overtake. This would presumably remove the existing bike marking next to the kerb, which currently misleads cyclists who shouldn't be positioning themselves so close to the kerb. Supportive of the removal of parking, however the double red lines (or double yellow lines) should be extended on either side of the road to prevent any parking close to the junction.

6 Conclusion and next steps

Overall, 59% of consultation respondents said they supported or partially supported TfL's proposals for the Stamford Street and Cornwall Road junction.

Having considered the responses, TfL intends to proceed with the scheme as shown in the consultation documentation.

The works are planned to start in late April 2015. We will write to local residents and businesses before work starts to provide an overview of the updated plans and an outline of the construction programme.

Please see Appendix A for TfL's Response to issues commonly raised in consultation.

Appendix A – Response to issues commonly raised

Negative comments about Advanced Stop Lines (ASLs) and feeder lanes

The proposals to increase the length of ASLs and width of feeder lanes increase the space available for cyclists. The reduced width ASLs on both Cornwall Road arms of the junction safeguard cyclists from the swept paths of larger vehicles turning in from Stamford Street, which in turn allows the ASLs to be kept as close to the junction as possible. This will slightly reduce the distance into the junction for cyclists.

The intrusion of motor vehicles into ASL's is being addressed by the Met Police through Operation Safeway, where officers are regularly deployed at key junctions across the capital to enforce road safety and give advice to all road users

The feeder lanes to the ASLs at 1.8m will be wider than currently exists.

Feeder lanes are not proposed on the Cornwall Road arms, as due to the narrow width of the road. Cyclists are encouraged to take a primary riding position by cycling further away from the kerb to mitigate the risk of collision with vehicles, for example, during a left 'hook' manoeuvre.

The feeder lanes are advisory and segregated or semi-segregated feeder lanes would not be compatible with the London Borough of Lambeth's proposals for the Quietway along Cornwall Road, which the borough will consult on separately.

Concern at perceived lack of ambition; suggestions for junction alterations

As outlined above, the scheme has been designed to provide a safer and more comfortable route for cyclists through the junction. TfL consider that the design is a proportionate and cost-effective solution for this particular junction.

Requests for changes to parking arrangements and a junction closure on Cornwall Road will be shared with LB Lambeth, which is the Highway Authority for Cornwall Road.

Junction plans offer little or no safety

The proposals have been designed to provide a safer and more comfortable route for cyclists through the junction. New and larger Advanced Stop Lines and feeder lanes will provide more space for cyclists and make it easier for them to wait ahead of other vehicles at the junction.

The revision to the footway kerb alignment in Cornwall Road (north arm) has been designed to ensure a smoother approach for cyclists into the junction. It also moves out the point at which vehicles from the crossover will be emerging onto the carriageway, and creates more pedestrian space.

Rat-running

Comments relating to Cornwall Road will be shared with the London Borough of Lambeth, which is the Highway Authority for this road.

Appendix B – Copy of the consultation letter and map



15 December 2014

Consultation Team
Transport for London
11th Floor, Zone G8, Palestra
197 Blackfriars Road
London SE1 8NJ

consultations@tfl.gov.uk

Dear Resident,

Have your say – proposed changes to the Stamford Street junction with Cornwall Road

As part of the Quietways programme, Transport for London (TfL) is developing proposals to enhance facilities for cyclists and pedestrians without adversely affecting other road users. We would like to know your views on the proposed changes to the junction at Stamford Street and Cornwall Road.

The Quietways programme will deliver a pan-London network of high quality, well signed cycle routes predominately using back streets with little traffic. They are designed to overcome barriers to cycling, targeting less confident cyclists and those who prefer a more relaxed journey. Quietways will complement other cycling initiatives, such as the Central London Cycling Grid and Cycle Superhighways.

The Stamford Street and Cornwall Road junction is on the proposed Waterloo to Greenwich Quietway. The London boroughs will consult locally on their respective section of the route.

We are committed to make it easier and safer to cycle in London, and the proposals for this junction include:

1. A new Advanced Stop Line (ASL) on the southern arm of Cornwall Road. This will provide a new area in which cyclists can wait at a red traffic signal in front of other traffic, giving them a 'head start' when the signals change to green
2. ASL space increased to five metres on both Stamford Street arms and the northern arm of Cornwall Road. This will provide more space for cyclists to wait at a red traffic signal ahead of other traffic
3. Footway widened on the western side of the northern arm of Cornwall Road, using unused carriageway space by increasing the space for pedestrians around the junction
4. Realignment of the eastern kerb line on the northern arm of Cornwall Road to assist cyclists positioning when approaching the junction
5. Advisory cycle feeder lanes increased to 1.8 metres wide. This will improve cyclists' access to the ASLs

6. A section of parking bay on the southern arm of Cornwall Road has been moved a short distance. This will remove a possible conflict point between cyclists waiting in the ASL and southbound vehicles

The enclosed consultation junction plan shows the current proposals. A detailed design process will follow this consultation, and as a result the works may change.

The proposed modified junction reflects the emerging improvements in cycling infrastructure design standards including to:

- Improve safety for cyclists
- Increase the number of cyclists and cycle journeys
- Reduce journey times for cyclists
- Use some innovative design features recognised as best practice
- Reduce traffic speeds
- Improve the environment for local residents and businesses
- Not to disbenefit other road users

How to comment on the proposals

Website

For further information or to let us know your views please visit our website tfl.gov.uk/stamford-street

Email

Send to consultations@tfl.gov.uk

When responding by email please add 'Quietways – Stamford Street' in the subject line.

Letter

You can also contact TfL's Consultation Team by writing to us FREEPOST TFL CONSULTATIONS, Quietways TLRN Junctions (Stamford Street), 11G8, Palestra, 197 Blackfriars Road, London SE1 8NJ.

Telephone

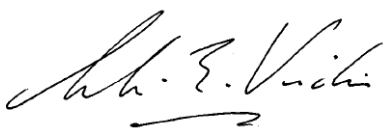
You can call customer enquiries on 0343 222 1234 (service and network charges may apply) and quote 'Quietways – Stamford Street'.

The consultation closes on **Monday 9 February 2015**.

To learn more about Quietways please visit tfl.gov.uk/cycle-quietways

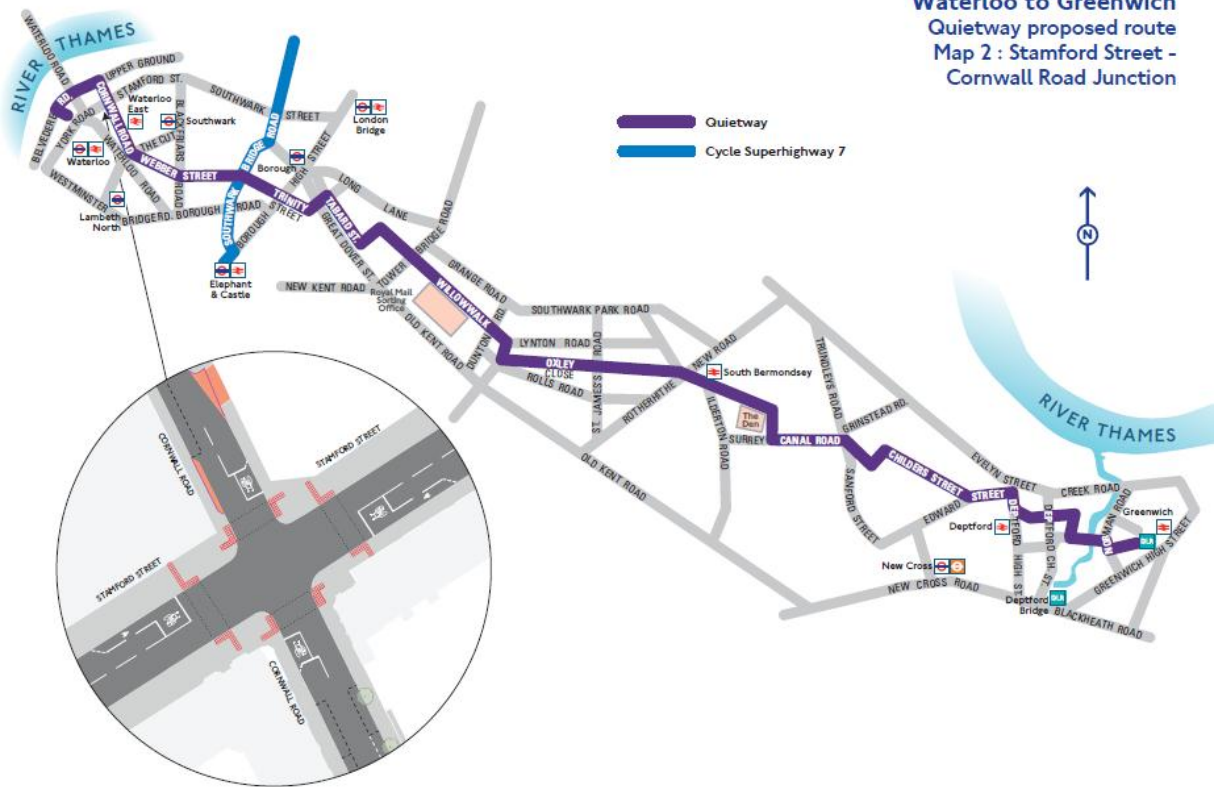
The measures that we propose are subject to change as a result of this consultation. It is anticipated that construction of these enhancements will begin in early 2015 with completion by spring 2015.

Yours faithfully

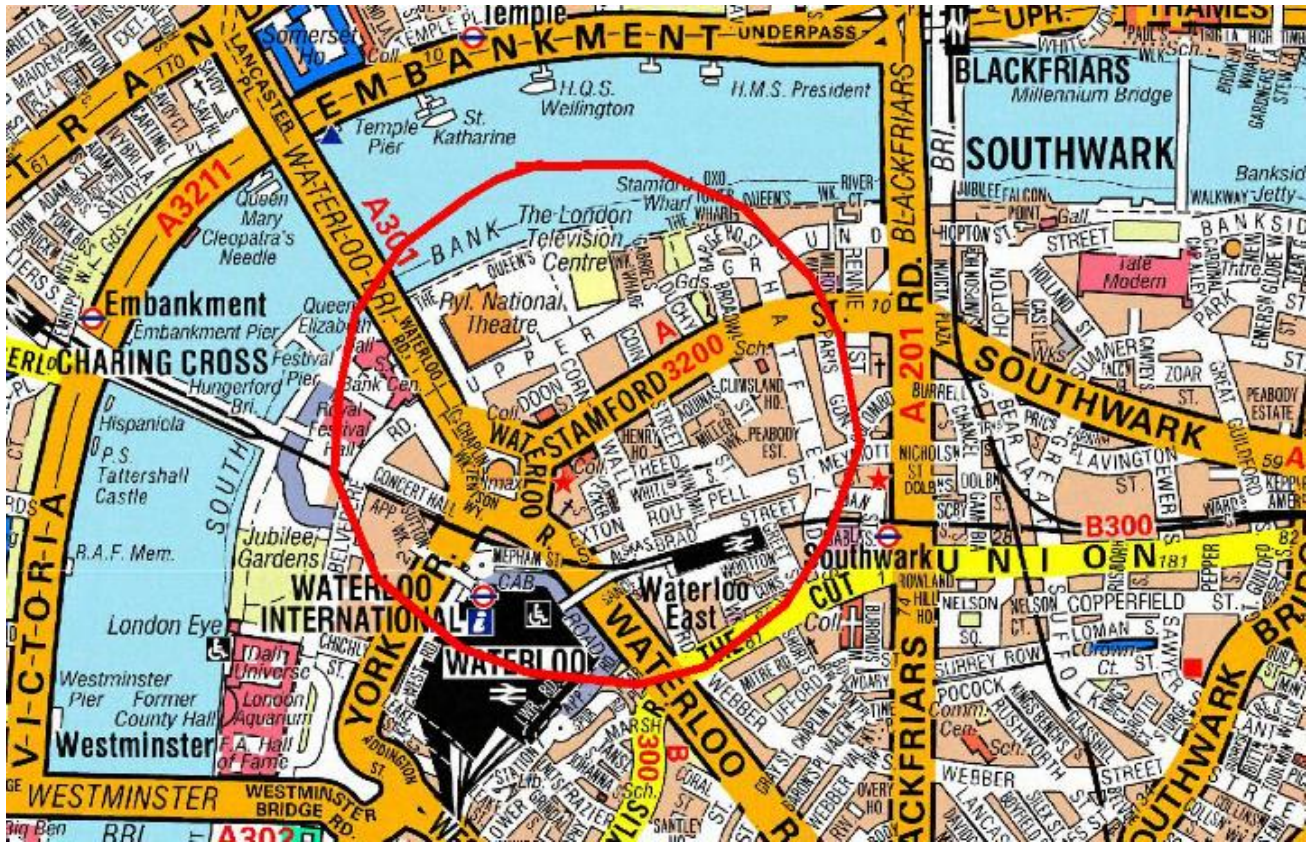


Julie Vindis
Consultation Team

Junction location maps



Appendix C – Leaflet distribution area



Appendix D – List of 539 stakeholders consulted

Organisation
20's Plenty For Us
3663 First for Foodservice
A.S. Watson
Abellio West London Ltd t/a Abellio Surrey,
Action Disability Kensington & Chelsea
Action for Blind People
Action on Hearing Loss (formerly RNID)
Addison Lee
AECOM
Age Concern London
Age UK London
Alive in Space Landscape and Urban Design Studio
All Hallows by the Tower church
All Party Cycling Group
All Party Parliamentary Cycling Group
Arriva London North Ltd,
Asian Peoples Disabilities Alliance
Association of Bikeability Schemes
Association of British Drivers
Association of Car Fleet Operators
Association of Guide Dogs for the Blind
Association of Town Centre Management
Association of British Drivers
Automobile Association
Barking & Dagenham Safer Transport Team
Barking and Dagenham
Barnet Safer Transport Team
Bayliss Executive Travel
Bayswater BID
Bayswater Residents Association
BBC
Belgravia Residents Association
Best Bike Training/ Cycletastic
Better Bankside
Bexley Accessible Transport Scheme,
Bexley Council
Bexleyheath BID
Bidvest Logistics

Big Bus Company Ltd
Bikeworks
BikeXcite
Blue Triangle Buses Ltd,
Borough Cycling Officers Group (BCOG)
Breakspears Road Project
Brent Safer Transport Team
Brentwood Community Transport
Brewery Logistics Group
British Cycling
British Dyslexia Association
British Land
British Medical Association
British Motorcycle Federation
British Retail Association
British School of Cycling
Bromley Safer Transport Team
Brookline
BT
Bucks Cycle Training
Buzzlines
Cabinet Office
Camden Council
Camden mobility forum
Camden Safer Transport Team
Camden Town Unlimited
Campaign for Better Transport
Canal River Trust
Canary Wharf Management Ltd
Capital City School Sport Partnership
Carlton Motors Ltd
Carousel Buses Ltd
CBI-London
CCG Central London (WESTMINSTER)
CCG City and Hackney
Centaur Overland Travel Ltd,
Central London Cab Trade Section
Central London CTC
Central London Forward (City of London)
Central London Freight Quality Partnership

Central London NHS Trust
Centre for Accessible Environments
Chalkwell Garage & Coach Hire Ltd,
Chartered Institute of Logistics and Transport
Chauffeur and Executive Association
Children's Society
Christopher Stephen Hunn t/a Travel with Hunny/TWH,
City Bikes (Vauxhall Walk)
City Cyclists (LCC)
City Hall
City Hall Liberal Democrat Office
City of London
City of London Access Forum
City of London Police
City of Westminster
Colas Volker Highways URS
Community Transport Association
Computer Cab
Confederation of British Industry (CBI)
Confederation of Passenger Transport UK
Covent Garden Market Authority
CPT
Cross River Partnership
Crown Equerry
Croydon Bid
Croydon Coaches (UK) Ltd t/a Coaches Excetera,
Croydon Mobility Forum
Croydon North
Croydon Safer Transport Team
Crystal Palace Transition Town (Croydon)
CT Plus Ltd t/a Hackney Community Transport,
CTC 'Right to Ride' Network
CTC, the National Cycling Charity
Cycle Confidence
Cycle Experience
Cycle Newham
Cycle Systems
Cycle Training East
Cycle Training UK (CTUK)
Cycle-wise Thames Valley

Cycling Embassy of Great Britain
Cycling Instructor Ltd
Cycling Tuition
Cycling4all
Cyclists in the City
Department for Transport
Design for London
DHL UK and Ireland
Dial-a-Cab
Disability Alliance
Disabled Persons Transport Advisory Committee
Downing Street
E Clarke & Son (Coaches) Ltd, t/a Clarkes of London,
E11 BID (Leytonstone)
Ealing Broadway BID
Ealing Council
Ealing Cycling Campaign
Ealing Passenger Transport Users' Group
Ealing Safer Transport Team
East and South East London Thames Gateway Transport Partnership
East End Express (X1)
East South East London Thames Gateway Transport Partnership
EDF Energy
Enfield Safer Transport Team
English Heritage - London
Ensign Bus Company Ltd,
Enterprise Mouchel
Evolution Cycle Training
Express Networks Forum
Federation of Small Businesses
First Beeline
First Beeline Buses Ltd
First Group
Fitzrovia Neighbourhood Association
Fitzrovia Partnership Business Improvement District
Freight Transport Association
Friends of the Earth
Future Inclusion
Future Inclusion/IDAG
G4S

Garratt Business Park (Earlsfield)
Gatwick Flyer Ltd,
Ghost Bus Tours Ltd
GMB
Go-Coach Hire Ltd
Golden Tours
Golden Tours (Transport) Ltd,
Greater London Authority
Greater London Forum for Older People
Green Flag Group
Green Line (Arriva)
Green Urban Transport Ltd,
Greenwich Safer Transport Team
Guide Dogs Association
Guide Dogs for the Blind - Inner London District team
Hackney Safer Transport Team
Hainault Business Park
Hamilton-Baillie Associates Ltd.,
Hammersmith & Fulham Action on Disability
Hammersmith & Fulham cyclists
Hammersmith & Fulham Safer Transport Team
Haringey mobility forum
Haringey Safer Transport Team
Harrow Safer Transport Team
Harrowby and District Residents Association
Hartnell Taylor Cook
Havering Safer Transport Team
Health Poverty Action
Heart of London Business Alliance
Heritage London
Hertfordshire County Council
Hillingdon Council
Hillingdon mobility forum
Hillingdon Safer Transport Team
Historic Royal Palaces (HM Tower of London)
HMRC
HMS President.com
Honourable Artillery Company, Army Ceremonial requirements
Hounslow Safer Transport Team

House of Commons
Household Cavalry Mounted Regiment
HR Richmond Ltd t/a Quality Line,
Hyde Park Estate Association
Hyde Park Stables
Ilford Town BID
In & Around Covent Garden
In Holborn
In Streatham
Inclusion London
Independent Disability Advisory Group
Independent Shoreditch
In Midtown
Inner and Middle Temple
Inner Temple Institution
Institute for Sustainability
Institute of Advanced Motorists
Institution of Civil Engineers
Islington mobility forum
Islington Safer Transport Team
IT Skillfinder
J Brierley & E Barvela t/a Snowdrop Coaches
James Bikeability
John Lewis Partnership
Joint Committee on Mobility of Blind and Partially Sighted People (JCMBPS)
Joint Mobility Unit
K&C mobility forum
Keltbray Ltd (construction)
Kensington & Chelsea Safer Transport Team
Kensington and Chelsea Cyclists
Kimpton Industrial Park (Sutton)
Kings Ferry Ltd,
Kings Troop
Kingston First
Kingston mobility forum
Kingston Safer Transport Team
Laing O'Rourke
Lambeth BID
Lambeth Cyclists

Lambeth Safer Transport Team
Lancaster London Hotel
LCC Enfield
Leonard Cheshire Disability
LEPT
Lewisham Safer Transport Team
Liberal Democrats
Licenced Private Hire Car Association
Licensed Taxi Drivers' Association
Line Line Coaches (TGM),
Living Streets Action Group
Living Streets London
Local Government Ombudsman
London Ambulance Service
London Bike Hub
London Borough of Barking and Dagenham
London Borough of Barnet
London Borough of Bexley
London Borough of Brent
London Borough of Bromley
London Borough of Bromley
London Borough of Camden
London Borough of Croydon
London Borough of Ealing
London Borough of Enfield
London Borough of Greenwich
London Borough of Hackney
London Borough of Hammersmith & Fulham
London Borough of Haringey
London Borough of Harrow
London Borough of Havering
London Borough of Hillingdon
London Borough of Hounslow
London Borough of Islington
London Borough of Kingston Upon Thames
London Borough of Lambeth
London Borough of Lambeth
London Borough of Lambeth
London Borough of Lewisham
London Borough of Merton

London Borough of Newham
London Borough of Redbridge
London Borough of Richmond Upon Thames
London Borough of Richmond-Upon Thames
London Borough of Richmond-Upon -Thames
London Borough of Southwark
London Borough of Sutton
London Borough of Sutton
London Borough of Tower Hamlets
London Borough of Waltham Forest
London Borough of Wandsworth
London Borough of Wandsworth
London Borough of Wandsworth
London Cab Drivers Club Ltd
London Central Cab Section
London Chamber of Commerce and Industry (LCCI)
London City Airport
London Civic Forum
London Climate Change Partnership
London Councils
London Cycling Campaign
London Duck Tours Ltd
London European Partnership for Transport (LEPT)
London Fire and Emergency Planning Authority
London Fire Brigade
London First
London General
London Mencap
London Older People's Strategy Group
London Private Hire Board
London Riverside (Rainham)
London Strategic Health Authority
London Suburban Taxi Drivers' Coalition
London Taxi Drivers' Club
London Tourist Coach Operators Association (LTCOA)
London Transport Users' Committee
London TravelWatch
London Underground
London United Busways Ltd,
London Visual Impairment Forum

Lonon borough of lambeth
LoTAG
LoveWimbledon BID
LPHCA
LTCOA
Marshalls Coaches
Marylebone Association
Medway Estate Residents' Forum
Megabus/Stagecoach
Merton Council
Merton Metropolitan Police Service
Merton Safer Transport Team
Met Police
Metrobus Ltd
Metroline Ltd
Metropolitan / City Police
Metropolitan Police - Community Police
Metropolitan Police Service
Metropolitan Police Traffic Management
MIND
Ministry of Defence
Mobile Cycle Training Service
Mode Transport
Motorcycle Action Group (MAG)
Motorcycle Industry Association
Mullany's Coaches
National Autistic Society
National Children's Bureau
National Express Ltd
National Grid
National Motorcycle Council
National Trust - London
Neighbourcare St John's Wood & Maida Vale
New Addington BID
New West End Company (NVEC)
Newham Safer Transport Team
NHS London
Northbank BID
Northbank Guild
Norwood Green Residents' Association

Ocean Youth Connexions
Olympus Bus & Coach Company t/a Olympian Coaches,
On Your Bike Cycle Training
One Events
Original Tour
Orpington 1st
Oxford Tube (Stagecoach)
Oxford Tube (Thames Transit)
Paddington
Paddington BID
Paddington Residents Active Concern On Transport (PRACT)
Parliament Security
Parliamentary Advisory Council for Transport Safety (PACTS)
Parliamentary Estates
Passenger Focus
Pedal4Health
Permium Tours
Phil Jones Associates
Philip Kemp cycle training
Pimlico FREDA
Planning Design
Porcellio Ltd t/a Meridian Duck Tours,
Port of London Authority
PRACT
Premium Coaches Ltd,
Private Hire Board
Purple Parking Ltd,
Queen Mary University of London
R Hearn t/a Hearn's Coaches,
Rabobank
RAC Foundation for Motoring
RADAR London Access Forum
Radio Taxis
Rank and Highways Representative for Unite
Red Rose Travel
Redbridge Cycling Centre
Redbridge Safer Transport Team
Redwing (Evan Evans)
Redwing Coaches (Pullmanor Ltd)
Reliance Travel

Residents Society of Mayfair and St James's
Reynolds Diplomat Coaches
Richmond Council
Richmond Safer Transport Team
Ringway Jacobs
RMT London Taxi branch
RNIB (Royal National Institute for the Blind)
RNID (Royal National Institute for Deaf People)
Road Danger Reduction Forum
Road Haulage Association
Roadpeace
Royal Borough of Greenwich
Royal Borough of Kensington & Chelsea
Royal Borough of Kingston Upon Thames
Royal Borough of Richmond upon Thames
Royal Greenwich Cycle Training
Royal Household
Royal Institute of British Architects
Royal Institute of Chartered Surveyors
Royal London Society for Blind People
Royal Mail
Royal Parks
Royal Town Planning Institute (RTPI)
Sainsbury's Supermarkets
SCOPE
SEBRA
Sense
Sixty Plus
Sloane Robson Investment securities
Soho Society
Somerset House
South Bucks Cycle Training
South East Bayswater Residents Association
South East London PCT
South Herts Plus Cycle Training
South London Business Forum
South London Partnership
Southbank Employers Group
Southdown PSV Ltd,
Southgate & Finchley Coaches Ltd

Southwark Cyclists
Southwark Safer Transport Team
Space Syntax
Spokes Cycling Instruction
St Helen's Residents' Association
St John's Wood Society
STA Bikes Ltd.
Steer Davies Gleave
Stratford Renaissance Partnership
Stroke Association
Successful Sutton
Sullivan Bus and Coach Ltd
Supreme Court
Supreme Courts
Sustrans
Sutton Centre for Voluntary Sector
Sutton mobility forum
Sutton Safer Transport Team
Taxi and Private hire
Taxi Rank & Interchange Manager
Team London Bridge
Technicolour Tyre Company
Terravision Transport Ltd / Stansted Transport Ltd,
Tesco
TfL
TfL (Buses)
TfL (Cycling related projects) Quietways and Grid
TfL (Specific groups)
TfL (Specific groups) Anx re CS5 re Ldn T Watch
TGM Group Ltd
Thames Water
Thamesmead Business Services
The Company of Watermen and Lightermen
The Original London Sightseeing Tour /London Pride Sightseeing Ltd,
Thomas's London Day Schools (Transport) Ltd
Thorney Island Society
Time for Twickenham
TNT
Tower Hamlets mobility forum

Tower Hamlets Safer Transport Team
Tower Place West Facilities Manager
Tower RNLI
Tower Transit Operations Ltd,
Trade Team
Trailblazers, Muscular Dystrophy UK
Transport for All
Transport for Greater Manchester
Transport Initiatives
Tyssen Community School Cycle Training
UK Power Networks
Unite The Union
Unite the Union (taxis)
University College London
University of Westminster
University bus Ltd t/a uno,
UPS
Urban Movement
Vandome Cycles
Vauxhall One BID
Velo Mondial
Victoria BID
Vision Impairment Forum
Vogt and Maguire shipbroking Ltd
Walk England
Walk London
Waltham Forest Safer Transport Team
Wandsworth - London Cycling Campaign
Wandsworth Cycling Campaign
Wandsworth mobility forum
Wandsworth Safer Transport Team
Waterloo Quarter
Wellington Trust
West London Alliance
West Twyford Residents' Association
Westfield London
Westfield Shepherds Bush
Westminster Abbey
Westminster City Council
Westminster City Council Conservation Officer

Westminster Cyclists
Westminster Safer Transport Team
Westminster School
Westminster Special Events
Westway Development Trust
Wheels for Wellbeing
Whizz-Kidz
Willow Lane Trading Estate (Merton)
Wilson's Cycles
Wincanton
Woodfines
www.cyclinginstructor.com
Young Lewisham and Greenwich Cyclists

Appendix E – Email sent to stakeholders

Dear Stakeholder,

I am writing to let you know that Transport for London (TfL) has launched three consultations proposing changes to junctions on the Transport for London Road Network (TLRN). These junctions are on the first two pilot routes of the Quietways (tfl.gov.uk/cycle-quietways) and we would like to know what you think about the proposals.

The Quietways will deliver a pan-London network of high quality, well signed cycle routes predominately using back streets with little traffic. They are designed to overcome barriers to cycling, targeting less confident cyclists and those who prefer a more relaxed journey. Quietways will complement other cycling initiatives, such as the Central London Cycling Grid and Cycle Superhighways.

The three junctions under consultation are:

- Stamford Street and Cornwall Road – on the Waterloo to Greenwich Quietway
- Great Dover Street and Globe Street – on the Waterloo to Greenwich Quietway
- City Road / Colebrooke Row and Goswell Road / Owen Street – on the Bloomsbury to Walthamstow Quietway

The proposed modified junctions reflect the emerging improvements in cycling infrastructure design standards including to:

- Improve safety for cyclists
- Increase the number of cyclists and cycle journeys
- Reduce journey times for cyclists
- Use some innovative design features recognised as best practice
- Reduce traffic speeds
- Improve the environment for local residents and businesses
- Not to disbenefit other road users

We are consulting on the introduction of the following measures and safety features, which are similar to those likely to be proposed for further Quietways junctions on the TLRN:

- Increased pedestrian crossing widths
- New Advanced Stop Lines (ASL)
- Increased ASL space at some junctions
- New Pedestrian Countdown Indicators informing pedestrians how long they have to cross the road. These are being installed as part of TfL's programme to improve pedestrian convenience

The three consultations that have been launched today are the first along the initial two pilot routes. As the next five pilot routes are announced, we will consult on more Quietways junctions on the TLRN. The London boroughs will consult locally on their respective section of the route.

How can I find out more?

To view our proposals and have your say, please see our consultations website tfl.gov.uk/consultations or use the links below to go directly to the consultation which interests you the most. The consultations close on **Monday 9 February 2015**.

- tfl.gov.uk/stamford-street
- tfl.gov.uk/great-dover-street
- tfl.gov.uk/city-road

We have also announced that Sustrans has been awarded the contract to support the rollout of the Quietways network across London. To learn more about the first seven pilot routes and the contract award please visit tfl.gov.uk/cycle-quietways.

The Quietways form a key part of the Mayor's Vision for Cycling; a 10 year plan to deliver cycling improvements across the Capital. By 2022, £913m will be invested in cycling and we envisage over £123m to be allocated to the Quietways programme.

We hope this is useful and look forward to your response to the consultations. We will keep you informed throughout the programme.

Yours sincerely,

A handwritten signature in black ink that reads "P Bradley". The signature is written in a cursive, slightly slanted style.

Peter Bradley
Head of Consultation
Surface Transport
Transport for London

End of document