

A400 Hampstead Road Bus reliability and road safety scheme

Consultation Report
January 2017

Contents

Executive summary	3
1 Introduction.....	5
2 The consultation	6
Consultation website	7
Non-web formats.....	7
Stakeholder email	7
3 Overview of consultation responses.....	8
3.1 Respondent type.....	8
3.2 Support for the scheme	9
3.3 Comments on the proposals	11
3.4 About respondents.....	13
3.5 About the consultation	14
3.6 Summary of stakeholder and business responses	16
4 Conclusion and next steps	18
Appendix A – Response to issues commonly raised.....	19
Appendix B – Copy of the consultation letter.....	23
Appendix C – Leaflet distribution area.....	26
Appendix D – Stakeholder email	27
Appendix E – Stakeholders consulted.....	28

Executive summary

Between 27 June and 09 August 2016, we consulted the public and stakeholders on proposed improvements to bus priority and road safety measures on A400 Hampstead Road between the junctions of Harrington Street and Drummond Street. The proposed changes would create a clearer route along Hampstead Road for buses and improve safety for pedestrians and road users at the junction with Drummond Street.

We received a total of 41 responses to the consultation. We asked respondents two closed questions relating to the proposals and invited respondents to submit additional comments.

Of the 37 respondents who answered the closed question concerning support for bus reliability proposals, 20 supported or partially supported our proposals. Of the 37 respondents who answered the closed question about the proposed changes to the junction of Hampstead Road with Drummond Street, 22 supported or partially supported our proposals.

Responses included: comments about design features such as the inset loading bay, parking and pedestrian crossing; safety for cyclists; general support or opposition to the scheme; and the use of the bus lane by taxis and private hire vehicles. There were also a number of comments about the provision for cycling proposed which compared the proposals to a previous plan for the wider area.

Next steps

After considering all responses, we intend to proceed with the scheme as set out in the consultation, but the construction of the scheme will be done in two phases.

The proposed works to extend the hours of operation of the bus lane will take place in early 2017, subject to the formal Traffic Order process. The remainder of the proposed works (including insetting the loading bay and improvements to the Drummond Street junction) will be completed at a later date, subject to utilities investigations. We will endeavour to coordinate these works with other improvements in order to minimise disruption to the corridor.

We acknowledge that some respondents requested further cycling provision. The proposals were designed with consideration of the likely impact of the proposed HS2 project and the delivery of dedicated cycling facilities on the northern section of Hampstead Road would be compromised by their works. We are currently looking at the possibility of complementing the HS2 works and the West End Project with cycle facilities on Hampstead Road (south of Cardington Street). These proposals will be subject to further consultation.

We will continue to work with HS2 to ensure that cyclists can continue to use the corridor during the works,

The scheme will be delivered under the London Highways Alliance Contract (LoHAC).

We will keep visitors and road users informed of our plans and progress, including writing to local residents, businesses and other stakeholders before undertaking work in their area. We also provide road traffic information to help people better plan their journeys and make informed choices about how, where and when they travel.

1 Introduction

The proposed changes are bus priority measures and minor junction improvements which would create a clearer route along the A400 Hampstead Road for buses and improve safety for all road users and pedestrians at the junction with Drummond Street.

1.1 Purpose of the Scheme

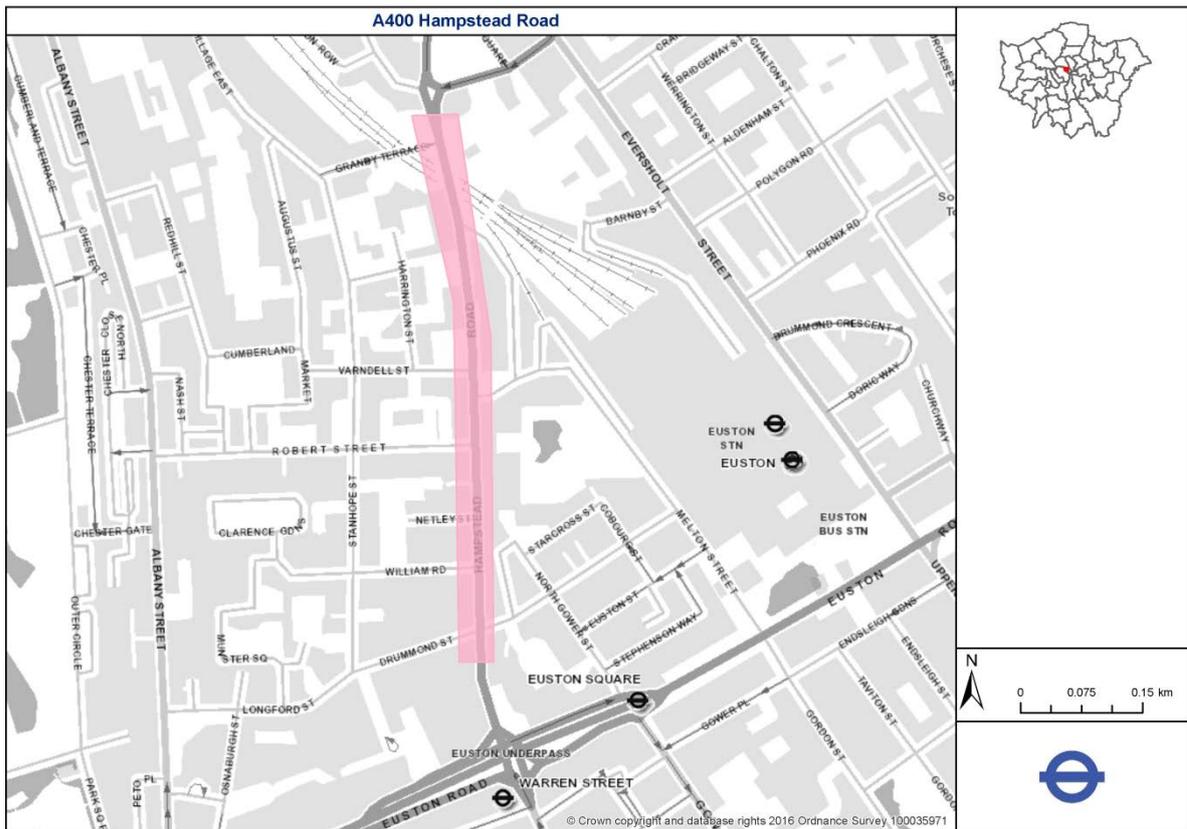
The purpose of the scheme is to improve existing bus journey times and reliability along the southbound section of the A400 Hampstead Road and make the junction with Drummond Street safer for all users. The proposals were designed with consideration for the likely impact of forthcoming works on this section of highway as part of the proposed HS2 project.

1.2 Descriptions of the proposals

The changes proposed to the A400 Hampstead Road are:

- Changing the existing single red line to double red lines with 'no waiting at any time' restrictions on the southbound section of Hampstead Road between Granby Terrace and Cardington Street to allow buses unobstructed use of the bus lane at all times
- Extending the existing hours of operation of the southbound bus lane between Harrington Square and Drummond Street to operate 24 hours, on every day of the week, to improve bus journey time reliability
- Relocating the existing loading bay opposite the junction with Netley Street to an on-footway loading bay in the same location to avoid buses being delayed by parked vehicles
- Setting back the stop lines and providing Advanced Stop Lines on all approaches at the junction with Drummond Street to ensure that turning vehicles do not come into conflict with vehicles and cyclists stopped at the junction
- Installing Pedestrian Countdown timers at all crossings at the junction with Drummond Street and raising the kerb line at the northeast corner of this junction above the level of the carriageway to discourage left-turning vehicles from overrunning the footway.
- A new right hand side push button with tactile rotating cone would also be provided at the pedestrian crossing on the western arm of Drummond Street to improve safety of visually impaired pedestrians.

1.3 Location map



The scheme boundary runs from the south side of the junction of A400 Hampstead Road with Harrington Square in the north up to, and including the junction with Drummond Street in the south.

2 The consultation

2.1 Consultation duration and structure

The consultation ran from 27 June 2016 to 9 August 2016.

Information on the consultation, including the detail of the proposals consulted on, is available at consultations.tfl.gov.uk/roads/hampstead-road.

Respondents were asked separate questions about whether they supported the proposals for bus reliability, and whether they supported the proposals for safety improvements to the junction with Drummond Street. For both questions respondents were asked to select from a list of answers ('yes', 'partially', 'no', 'not sure', 'no opinion'). Respondents were also given an opportunity to comment on the proposals.

Respondents were also asked to submit their name, email address and postcode, to indicate whether they were responding on behalf of an organisation and how they heard about the consultation. All questions were optional.

Other information, such as the respondent's IP address and the date and time of responding, was recorded automatically. All data is held under conditions that conform to the requirements of the Data Protection Act 1998.

2.2 Consultation material, distribution and publicity

Consultation website

The consultation web page at consultations.tfl.gov.uk/roads/hampstead-road provided explanatory text and a detailed design drawing of the proposals.

Non-web formats

A consultation letter and drawing explaining our proposals were sent to 1967 addresses in the vicinity of the scheme. Printed plans, accompanying descriptions and response forms were available on request by telephone, email or writing to FREEPOST TFL CONSULTATIONS.

A copy of the letter is in [Appendix B](#) and a map of the distribution area can be found in [Appendix C](#).

Stakeholder email

We emailed stakeholders and organisations to let them know about the consultation. The email contained a brief summary of the proposals and a link to the consultation website. Please see [Appendix D](#) for the email and [Appendix E](#) for the list of recipients.

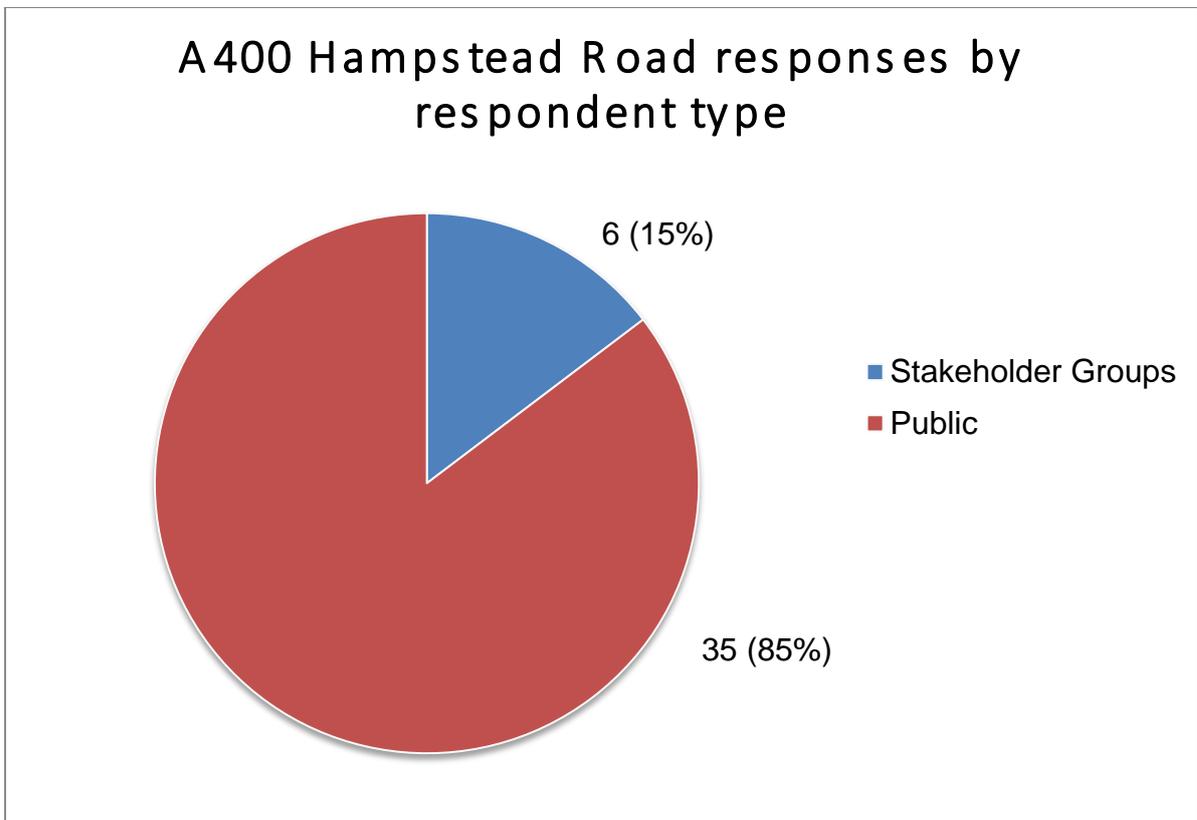
3 Overview of consultation responses

There were 41 unique responses to the consultation. The responses are analysed below.

3.1 Respondent type

Thirty five responses were from members of the public and 6 responses from stakeholder groups. Responses from stakeholder groups and businesses are included in the overall analysis and also summarised in [Section 3.6 Summary of stakeholder and business responses](#).

Figure 1: Consultation responses by respondent type

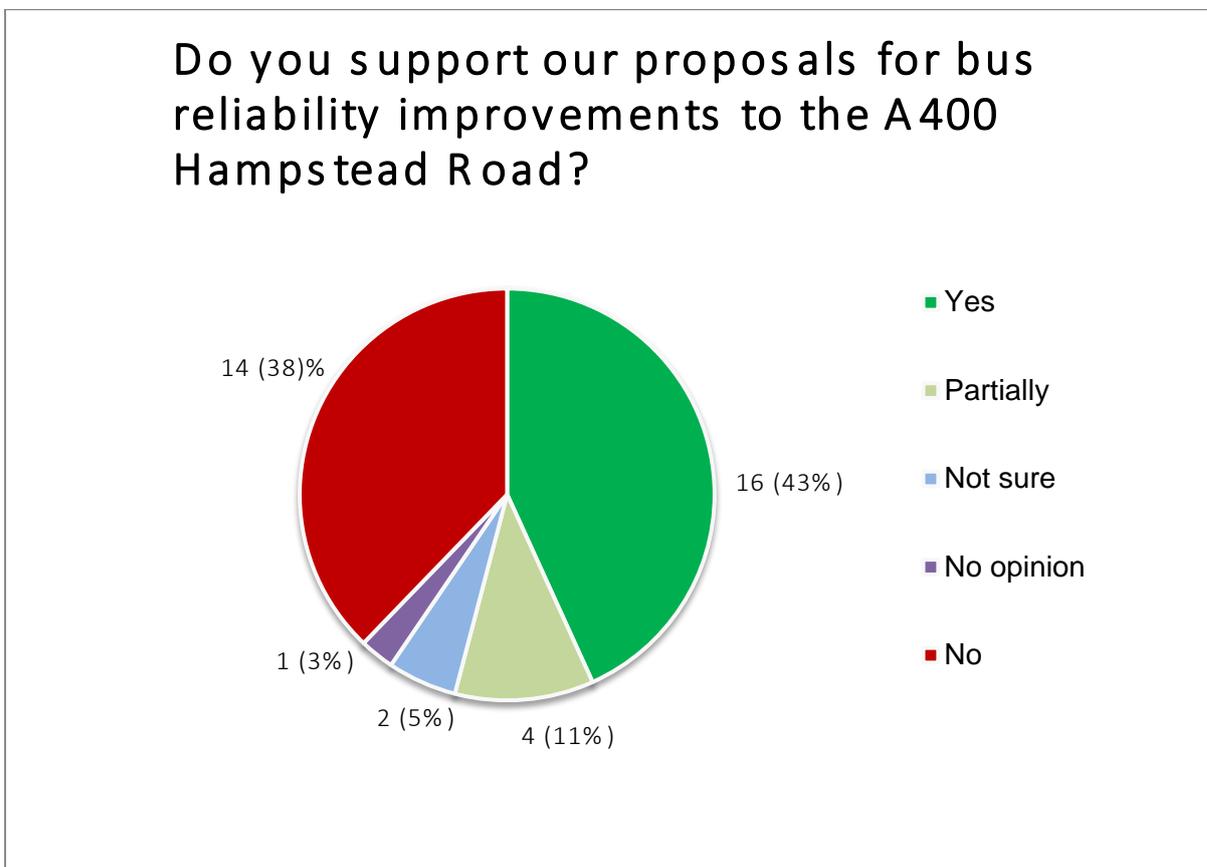


3.2 Support for the scheme

Q1. Do you support our proposals for bus reliability improvements to the A400 Hampstead Road?

Of the total 41 respondents to the consultation, 37 answered Q1. Four respondents did not answer this question. Of those who answered the question, 16 (43 per cent) supported the scheme, four (11 per cent) partially supported the scheme, two (5 per cent) were not sure, 14 (38 per cent) did not support the scheme and one (3 per cent) had no opinion.

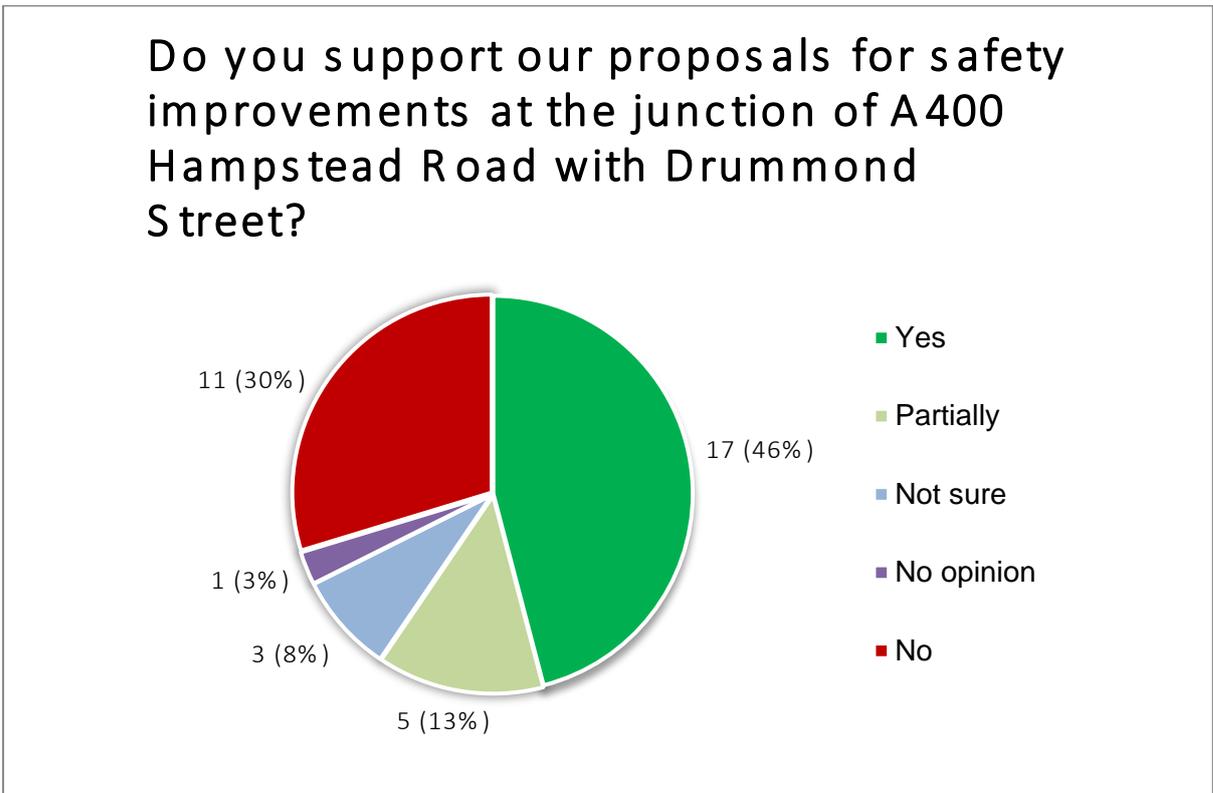
Figure 2: Support for bus reliability improvements to the A400 Hampstead Road



Q2. Do you support our proposals for safety improvements at the junction of A400 Hampstead Road with Drummond Street?

Of the total 41 respondents to the consultation, 37 answered Q2. Four respondents did not answer this question. Of those who answered the question, 17 (46 per cent) supported the scheme, five (13 per cent) partially supported the scheme, three (8 per cent) were not sure, 11 (30 per cent) did not support the scheme and one (3 per cent) had no opinion.

Figure 3: Support for safety improvements at the junction of A400 Hampstead Road with Drummond Street



3.3 Comments on the proposals

Q3. Do you have any comments on the proposals?

Of the 41 respondents to the consultation, 30 respondents provided comments. Six of these comments were submitted by stakeholder groups. Analysis of the number of comments below includes stakeholders.

Bus reliability measures

Four respondents commented that the proposals should maintain access to the bus lane for taxis. There were no plans to change this in the proposed scheme.

Four respondents included comments which supported the aim of reducing bus journey time on the Hampstead Road.

Two included specific comments which were supportive of the proposed changes to convert the existing single red line to double red lines on the southbound A400 Hampstead Road.

Two respondents objected to the bus reliability measures, specifically the extension of the operating hours of the bus lane, as they stated that this would lead to additional traffic congestion. These respondents believed that there was no need for the scheme.

One comment was received which stated that buses travel too fast on this section of highway.

Changes to junction of Hampstead Road with Drummond Street

Four respondents opposed the proposed changes to the junction on the grounds that not enough measures were proposed to protect cyclists, and suggested separately-phased signals, or turns for cyclists be considered.

Three respondents commented that they supported the proposed changes to the junction.

One comment opposed the proposed change to road markings at the junction and stated that introducing left only road markings in the left-hand lane on the southbound approach to the junction would potentially compromise cycle safety.

One comment suggested that cyclists could be exempt from banned right turns at the junction.

Loading bay changes

Three comments were received about the proposed changes to the loading bay on A400 Hampstead Road. Two of these comments opposed this proposal as they considered the loss of pavement was not justified. London TravelWatch

commented that they would like to see other options for provision of a loading bay explored before pedestrian space was used.

Cycling infrastructure

Thirteen respondents opposed the proposals due to the lack of cycling infrastructure in the proposals and made requests for segregated lanes to be provided along the A400 Hampstead Road. One respondent submitted a request for cycling infrastructure but did not object to the proposals.

Six respondents including Camden Cycling Campaign, London Borough of Camden, London Cycling Campaign, and Stop Killing Cyclists commented that the scheme compared poorly to an earlier previous plans for Cycling Grid routes in the wider area, which included Hampstead Road.

Five of the comments about cycling infrastructure noted that cyclists required physical protection/ segregation in advance of the proposed HS2 works in the area. One comment suggested that the proposals would result in the deferral of a more beneficial scheme for cyclists (and pedestrians).

One respondent requested change to the existing northbound cycle lane, stating that the existing lane is too narrow.

General comments

Three respondents suggested extending the scheme to other locations / junctions not currently in the scope of the scheme.

One comment stated that no changes should be made on the A400 Hampstead until after the proposed HS2 works have been completed.

One comment expressed concern that the scheme did not propose measures to reduce traffic speed on Hampstead Road.

One comment requested that taxis be excluded from bus lanes.

One respondent commented that the proposed scheme does not reduce emissions levels or traffic congestion.

3.4 About respondents

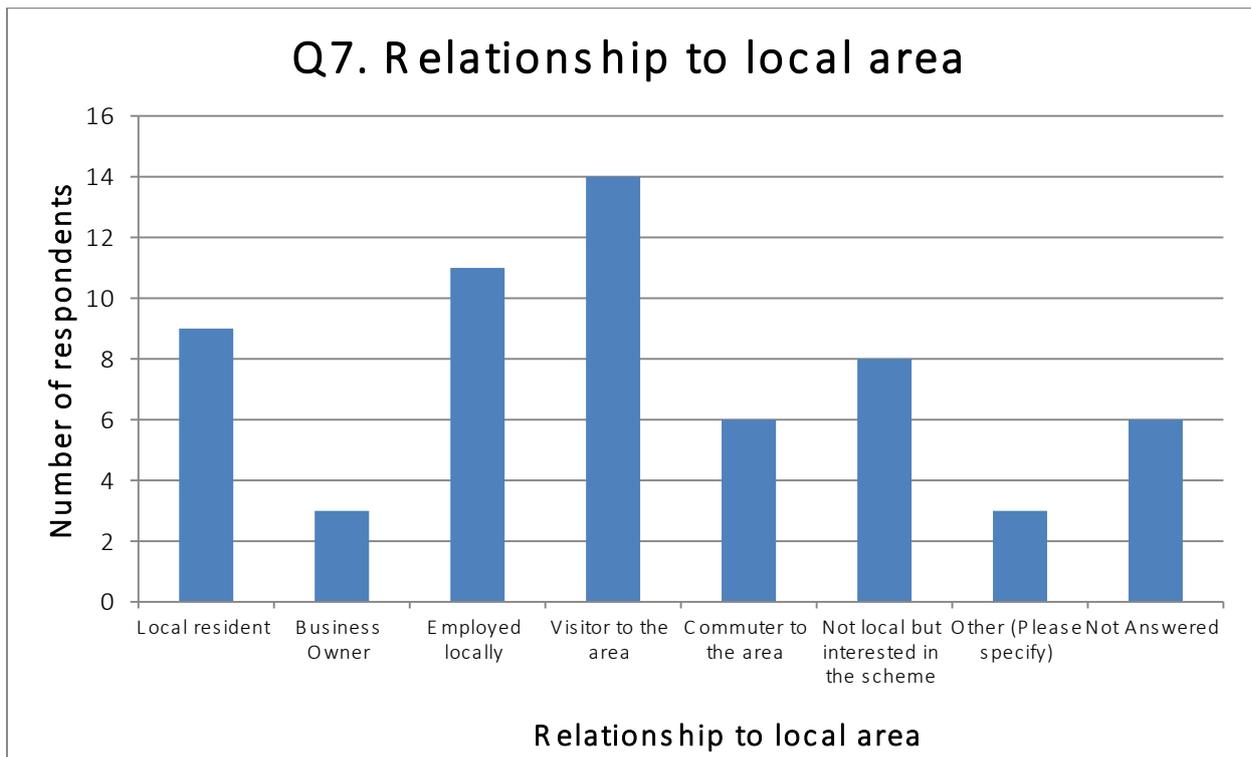
We asked respondents a number of questions about their relationship to the area and how they travelled locally.

Question 7: Are you (local resident, business owner etc.)?

We requested information about whether they lived or worked locally or other ways in which they used the area. Thirty five respondents answered this question, and respondents could give more than one answer.

Nine respondents said that they were local residents, 3 said they were a business owner, 11 said they were employed in the local area, 14 said they were visitors to the area, 6 said they were commuters to the area, 8 said they were not local but interested in the scheme and three gave another response. Six people did not answer the question.

Figure 4. Relationship to the local area



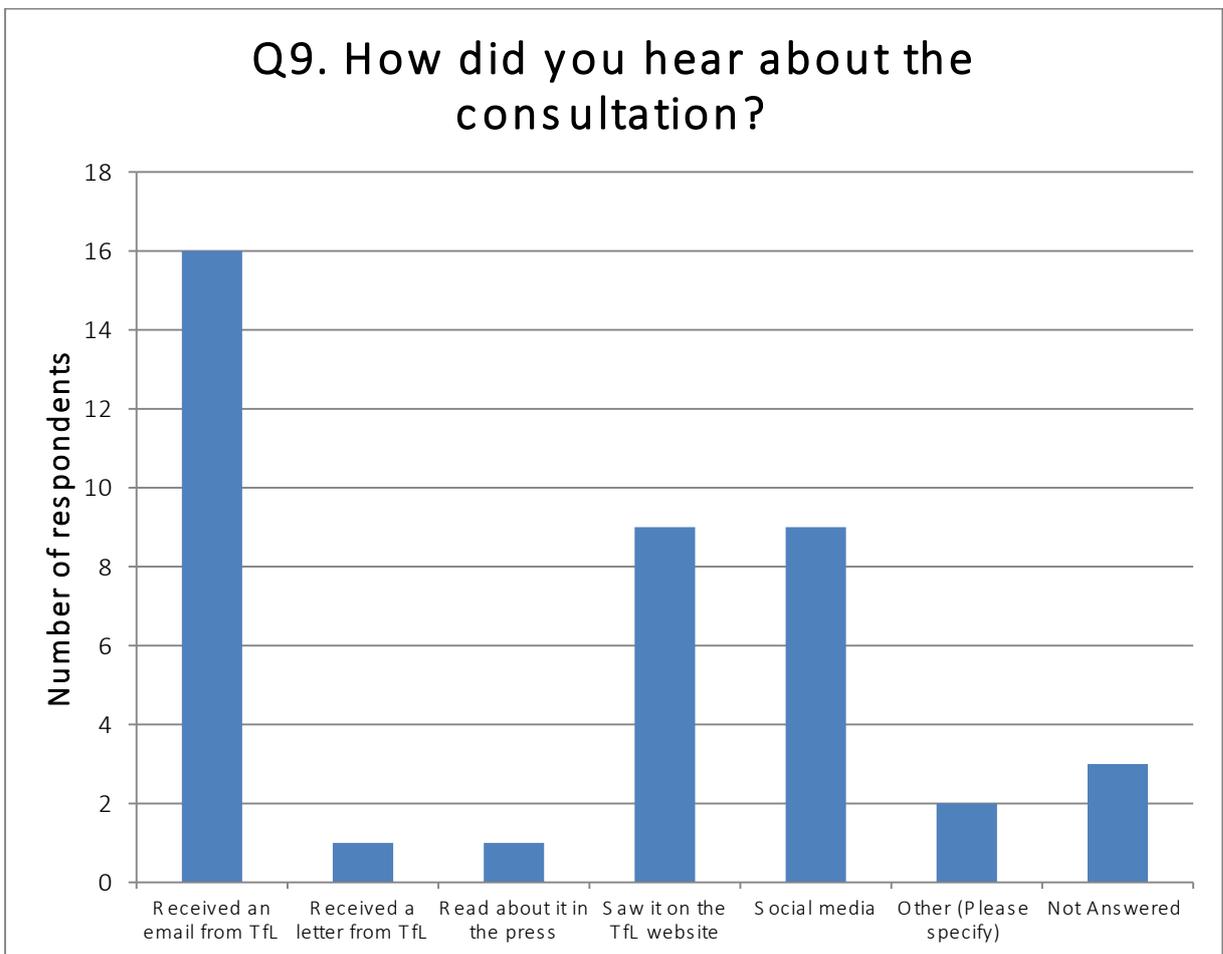
3.5 About the consultation

We asked respondents two questions the consultation itself.

Question 9: How did you hear about the consultation?

Thirty eight respondents answered the question and respondents could only choose one answer. Sixteen respondents said that they heard by email and one via a letter, nine reported being made aware through the TfL website and nine said they heard about it through social media. Three respondents did not answer the question.

Figure 5. Response to Q9. How did you hear about this consultation?



Question 10: Please tell us what you think about the quality of this consultation

Thirty two respondents answered the closed question about the quality of the consultation. One answer could be selected from a choice of 'Very Good', 'Good', 'Acceptable', 'Poor', or 'Very Poor'. Eighteen respondents said that they believed the quality of the consultation was either 'very good' or 'good'. Twelve respondents said that the quality of the consultation was 'acceptable'. Two

respondents said that they believed it was 'poor'. Nine respondents did not answer this question.

Five comments were submitted. Two of these related to the quality of consultation materials. The others repeated comments regarding the scheme proposals.

- One respondent suggested a larger map to present the proposals would have been useful
- One suggestion was received to include carriageway widths in the plans

3.6 Summary of stakeholder and business responses

There were six responses from stakeholder organisations. These are summarised below.

London Borough of Camden

Camden Council welcomed the objectives of the proposed scheme of improving pedestrian safety and bus journey time and reliability and recognised the impacts that the proposed HS2 scheme is likely to have on this area in the coming years, but expressed disappointment that proposals for a comprehensive Central London Grid route on Hampstead Road have not been progressed.

Supported the pedestrian improvements at the Hampstead Road / Drummond Street junction where pedestrian countdown units are proposed but said that improvements should be made for pedestrians at the Mornington Crescent / Hampstead Road junction where direct, convenient crossings are required to provide safer access to Harrington Square Gardens. The council highlighted its plans to provide BMX facilities in Harrington Square.

Camden Council commented that the extension of the hours of operation of the bus lanes would bring some benefits for cyclists, but that dedicated facilities for cyclists are necessary on Hampstead Road due to the increased volume of traffic and large proportion of HGVs which would increase when the construction of HS2 commences.

Camden Council expressed concern that safe cycling facilities will not be provided on Hampstead Road until after HS2 works in the area have been completed.

Camden Cycling Campaign (CCC)

Camden Cycling Campaign opposed the proposed scheme and said that the plans were inadequate when compared to the previous Central London Grid scheme for the area. It stated that a high-quality cycle route on Hampstead Road should be installed before the HS2 works commence and that physical separation on Hampstead Road Bridge is essential during the likely HS2 construction period.

CCC suggested that it would be possible to use a low-cost solution such as wands, bollards or armadillos on the part affected by the bridge works, together with high-quality segregated infrastructure on the remainder of the route.

London Cycling Campaign (LCC)

LCC did not support the proposed scheme and stated that it is essential that Hampstead Road has physical segregation for cyclists, especially in the event that HS2 works commence. LCC noted that a large number of cyclists use the Hampstead Road, and they will have no alternative to sharing road space with HGVs.

LCC also highlighted the lack of parallel alternative facilities to the east, and stated that the draft Grid scheme that provided substantial improvements for cyclists was preferable.

LCC said that this proposal would ensure that cyclist and pedestrian improvements in this area are not substantially improved for a long period of time, and questioned the promotion of bus priority measures at the expense of other users.

London Taxi Drivers Association (LTDA)

LTDA supported the proposals overall, but noted that the proposed sign to allow buses and cycles to travel straight ahead in the nearside lane at the junction with Drummond St should also include taxis.

London TravelWatch

London TravelWatch supported the proposals, and were positive about the bus reliability measures but questioned the proposed installation of the loading bay on the existing pavement.

Stop Killing Cyclists (SKC)

Stop Killing Cyclists opposed the scheme stating that it provides no dedicated improvements for cycling. SKC supported LCC's position that the previous Grid scheme was preferable.

4 Conclusion and next steps

We received a total of 41 responses to the consultation. Of the 37 respondents who answered the two closed questions concerning support, 54 per cent and 59 per cent supported or partially supported the bus reliability and junction proposals respectively.

Responses about the scheme included comments about the scheme design (loading bay and parking), safety for cyclists and pedestrians, general support and opposition to the scheme, and comments about improved cycle infrastructure in the wider area.

Next steps

After considering all responses, we intend to proceed with the scheme as set out in the consultation, but the construction of the scheme will be done in two phases. The proposed works to extend the hours of operation of the bus lane will take place in early 2017, subject to the formal Traffic Order process. The remainder of the proposed works (including inseting the loading bay and improvements to the Drummond Street junction) will be completed at a later date, subject to utilities investigations. We will endeavour to coordinate these works with other improvements in order to minimise disruption to the corridor.

We acknowledge that some respondents requested further cycling provision. However the proposals were designed with consideration of the likely impact of the proposed HS2 project. Delivery of dedicated cycling facilities on the northern section of Hampstead Road would be compromised by their works. We are currently looking at the possibility of complementing the HS2 works and the West End Project with cycle facilities on Hampstead Road (south of Cardington Street). These proposals will be subject to further consultation. We will continue to work with HS2 to ensure that cyclists can continue to use the corridor during the works,

The scheme will be delivered under the London Highways Alliance Contract (LoHAC).

We will keep visitors and road users informed of our plans and progress, including writing to local residents, businesses and other stakeholders before undertaking work in their area. We also provide road traffic information to help people better plan their journeys and make informed choices about how, where and when they travel.

Appendix A – Response to issues commonly raised

Bus reliability measures

Taxis in bus lane

Some respondents expressed concern that the proposals did not explicitly mention the continued use of the bus lane by taxis and that the proposed sign on the southbound approach to the junction of Hampstead Road with Drummond Street showed that only buses and cycles would be permitted to travel across Drummond Street in the left hand lane.

Taxis (and motorcycles) would continue to be permitted to use the bus lane in the proposed scheme.

The existing southbound arrangement on Hampstead Road at the junction with Drummond Street allows all vehicles to proceed straight in both lanes. This means that there is often a queue of vehicles that block buses and cyclists where the bus lane ends just before the junction. The proposed scheme significantly benefits buses and cyclists by reducing the number of vehicles using the left-hand lane at the junction as only vehicles turning left will be permitted use it. This allows buses and cyclists to safely proceed through the junction more easily, with only a marginal delay to other vehicles using Hampstead Road. Taxis and motorcycles (which are permitted to use the bus lane) will need to change to the right-hand lane to proceed through the junction. This arrangement is utilised at numerous other junctions in London and is not considered to create any safety or capacity issues

Changes will lead to traffic congestion

Some respondents opposed the changes as they considered that the extension of the hours of operation to the enforced bus lane combined with the introduction of additional parking restrictions would result in increased traffic congestion for traffic which was not able to use the bus lane.

The traffic modelling for the scheme indicates that the impact of introducing a 24-hour southbound bus lane will have a marginal impact on journey times for general vehicles along Hampstead Road. The bus lane is already in operation from 7am to 10am when a high proportion of vehicles currently travel along Hampstead Road without causing significant traffic congestion.

Changes to junction of Hampstead Road with Drummond Street

Provide improved infrastructure or junction design for cyclists at the junction

Some respondents opposed the safety improvements at the junction on the grounds that there were no specific improvements for cyclists, or the proposals did not go far enough in this regard. Suggested improvements included installing phased signals for cyclists, or separate turns for cyclists.

Currently there are no safe waiting facilities for cyclists at the signalised junction of Hampstead Road and Drummond Street. The scheme proposes 5m deep Advanced Stop Lines (ASLs) on Hampstead Road and 4m deep ASLs on Drummond Street. This will enable cyclists to wait in advance of other vehicles and make them more visible to turning vehicles. Mirrors will also be installed so that cyclists are visible to larger vehicles.

Separately-phased signals for cyclists cannot be accommodated without removing a lane of traffic on Hampstead Road. This would cause significant delays to general traffic and buses, and would be contrary to the purpose of the scheme of improving bus journey times and reliability.

Loading bay changes

Some respondents opposed the removal of existing pedestrian space to make and inset loading bay on Hampstead Road. London TravelWatch considered that alternative options in nearby side-streets should be investigated before pedestrian space is removed.

The loading bay will be 2.5m wide with 2.2m of remaining footway between the edge of the bay and the existing building. The loading bay will be flush with the footway so that when a vehicle is not in the loading bay, pedestrians will be able to use the space, creating a 4.7m wide footway.

The amount of time that vehicles can load (or disabled users can park) in the bay will be limited to off-peak times so that the loading bay will not be utilised at all times of the day or when pedestrian numbers are likely to be high during the morning and evening peak periods.

The construction of the inset loading bay on Hampstead Road will be subject to further investigations into the impact on utilities within the footway.

Cycling infrastructure

Some respondents, including stakeholder groups London Cycling Campaign, Camden Cycling Campaign, and Stop Killing Cyclists objected to the overall scheme as they felt it provided no specific measures for cyclists, and appeared to

replace a design for the wider area which included segregated cycle lanes and facilities for cyclists as part of the Central London Grid.

The proposals extend the hours of operation of the bus lane, which also enables cyclists to use the bus lane at all hours of the day. Currently the bus lane is often not used by cyclists outside the current hours of operation due to the presence of parked vehicles in the lane. Shared bus / cycle lanes are considered to be appropriate on streets with a medium to high movement function, such as high roads and connectors, and extending the hours of operation make the bus lane more useful for cyclists.

The proposed HS2 scheme will have a significant impact on the proposed Central London Grid route due to the following proposed works:

- The existing Hampstead Road Bridge will be demolished so that a new, bridge with greater clearance can be constructed to span the new railway tracks below;
- Cardington Street and Melton Street will be removed to accommodate the new HS2 terminal at Euston Station.

Prior to the design of the HS2 works, we developed a scheme to provide segregated lanes on Hampstead Road between Harrington Square and Cardington Street, as well as cycling improvements to Cardington Street, Melton Street and Gordon Street.

Central London Grid proposals for these sections of the highway are not being progressed at this time because HS2 works conflict with the initial proposals. The works proposed to Hampstead Road between Harrington Square and Cardington Street as part of this scheme are still being progressed as this involves relatively minor works such as line markings and new signage, rather than major physical works.

We are currently looking at the possibility of complementing the HS2 works and the West End Project with the provision of cycle facilities on Hampstead Road (south of Cardington Street). These proposals will be subject to further consultation. TfL will continue to work with HS2 to ensure that cyclists can continue to use the corridor during the works,

General comments

A few respondents suggested extending the scheme to other locations / junctions not currently in the scope of the scheme. London Borough of Camden highlighted its concern to improve cycling infrastructure directly to the north of the scheme boundary at the junctions of Hampstead Road with Mornington Crescent and Harrington Square.

We do not currently have any plans to alter the section of Hampstead Road to the north of the junction with Mornington Crescent and Harrington Square. The proposed Central London Grid route would continue on Mornington Crescent and Arlington Road rather than Hampstead Road. This section of the route would be designed and built by the London Borough of Camden as part of the Grid route.

Appendix B – Copy of the consultation letter

Transport for London



The Occupier

Transport for London

28 June 2016

FREEPOST TFL
CONSULTATIONS

Website Consultations.tfl.gov.uk
Email Consultations@tfl.gov.uk

Dear Sir/Madam

Proposed changes to A400 Hampstead Road between Harrington Square and Drummond Street

What are we proposing?

We are proposing to introduce changes on A400 Hampstead Road to improve bus journey reliability and road safety at the junction with Drummond Street

The proposed measures include:

- Converting a section of single red line to double red lines
- Extending the existing hours of operation of the southbound bus lane to improve bus journey time reliability
- Relocating the existing loading bay opposite the junction with Netley Street to an on-footway loading bay in the same location
- Setting back the stop lines and providing Advanced Stop Lines on all approaches at the junction with Drummond Street, installing Pedestrian Countdown signals and raising a kerb line to improve safety for pedestrians

Please see the enclosed map for further details of the proposed changes.

Have your say

For more information about the proposals and to let us know your views, please visit our website at <https://consultations.tfl.gov.uk/roads/hampstead-road>. You can also contact us by email at Consultations@tfl.gov.uk, or by writing to us at 'FREEPOST TFL CONSULTATIONS'.

Please let us know your views by **Tuesday 09 August 2016**.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Duncan Fallon'.

Duncan Fallon
Consultation Team
Transport for London

MAYOR OF LONDON



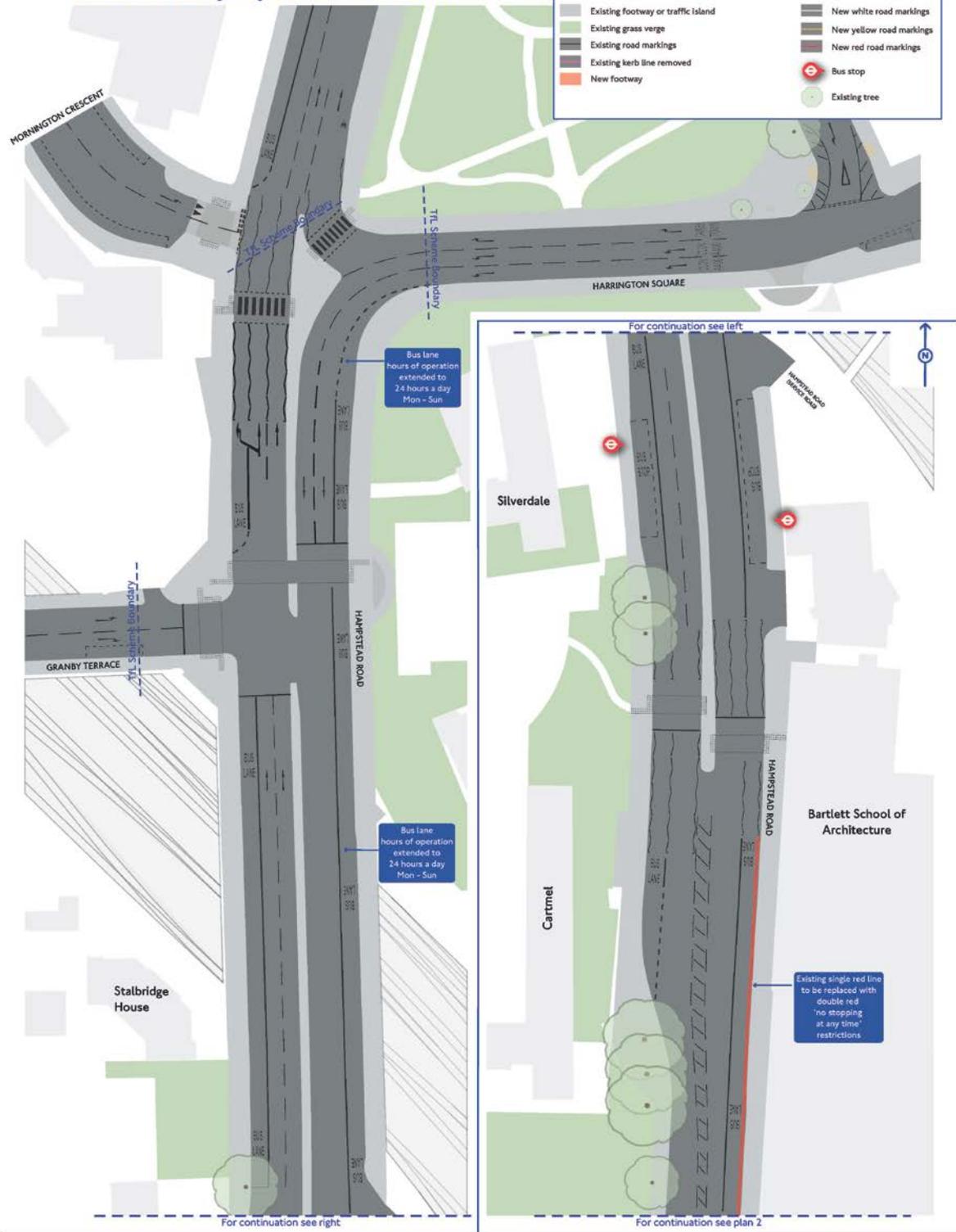
VAT number 756 2769 90



A400 Hampstead Road Bus reliability and road safety improvements - Plan 1

Key:

	Existing footway or traffic island		New white road markings
	Existing grass verge		New yellow road markings
	Existing road markings		New red road markings
	Existing kerb line removed		Bus stop
	New footway		Existing tree



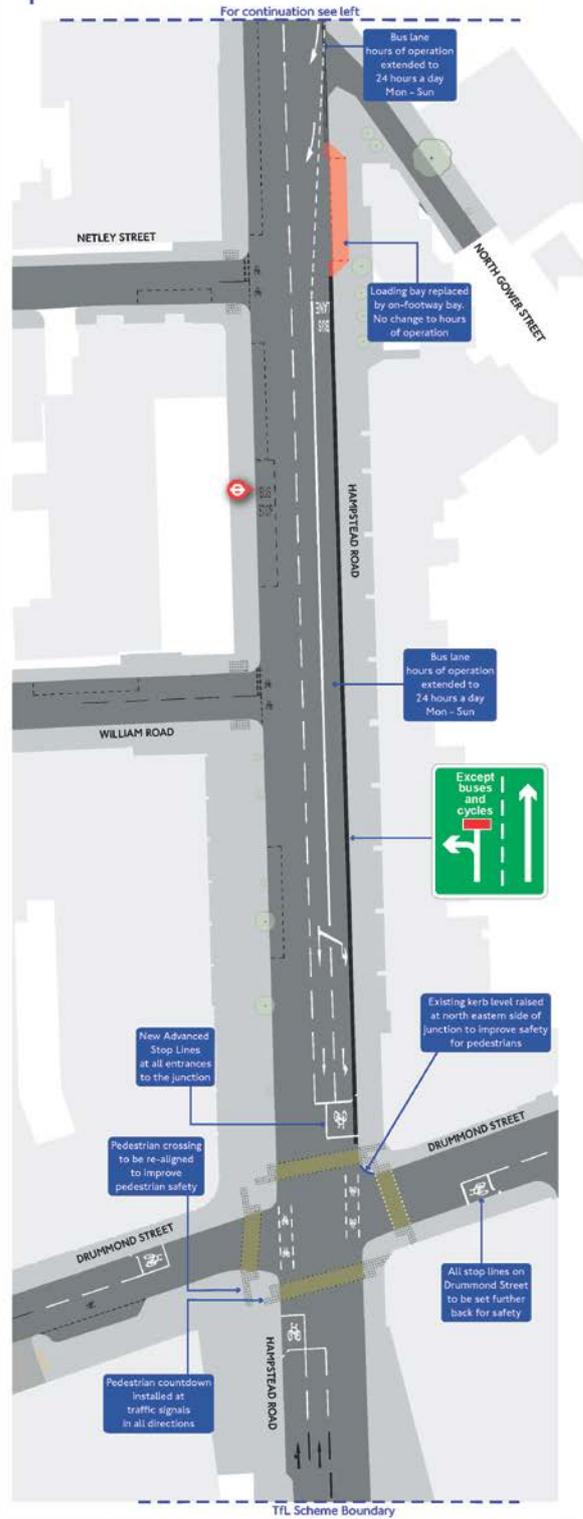


A400 Hampstead Road Bus reliability and road safety improvements - Plan 2

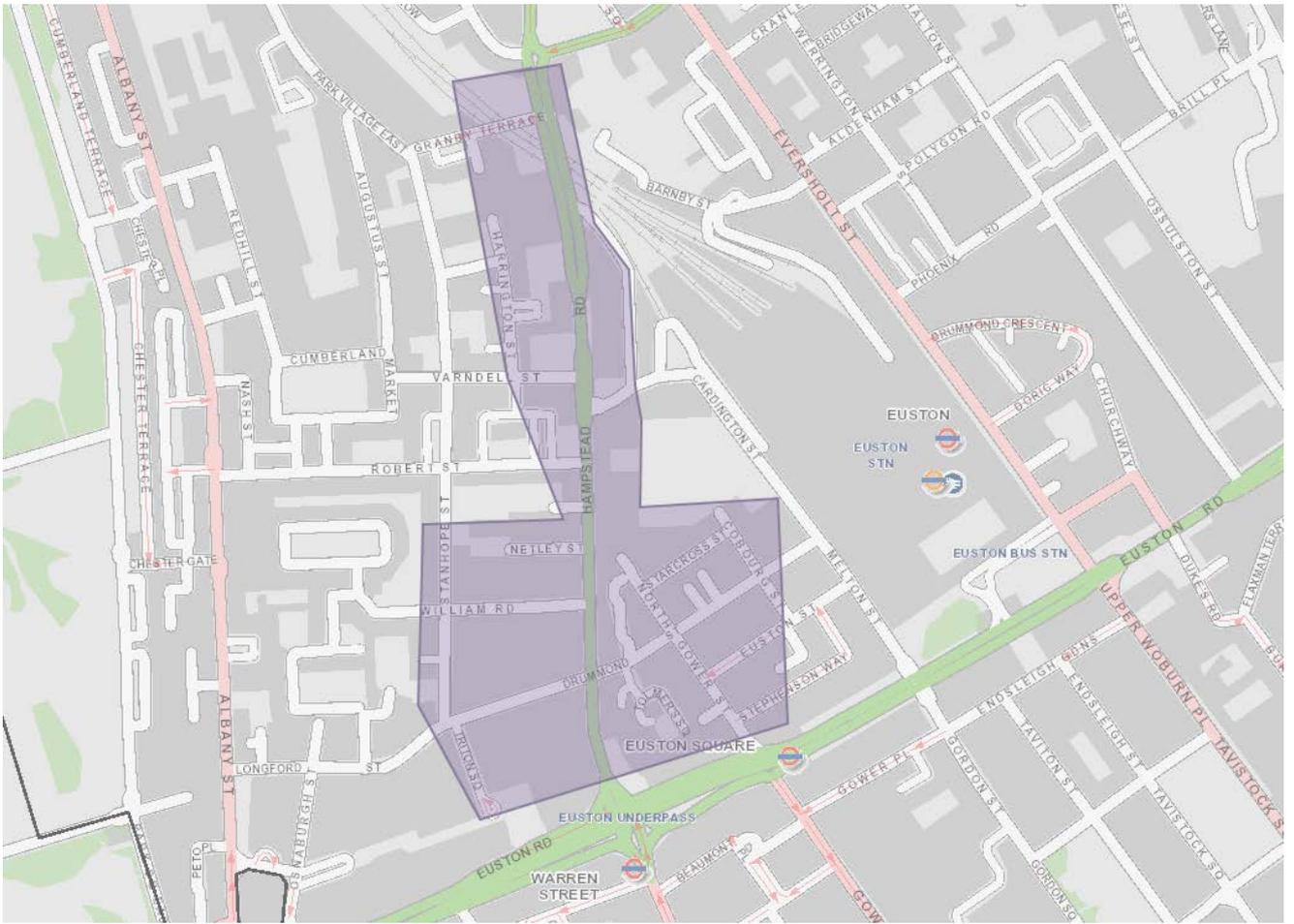


Key:

Existing footway or traffic island	New white road markings
Existing grass verge	New yellow road markings
Existing road markings	New red road markings
Existing kerb line removed	Bus stop
New raised kerb	Existing tree
New footway	
Existing signalised pedestrian crossing	



Appendix C – Leaflet distribution area



Appendix D – Stakeholder email

Dear Stakeholder,

We are proposing changes to improve bus reliability and road safety along the A400 Hampstead Road from Harrington Square to Drummond Street.

The proposals include extending the hours of operation for the bus lane, relocating a loading bay, converting a section of single red line to double red lines, and making pedestrian safety improvements at the junction with Drummond Street.

For further information regarding these proposals and to share your views by taking part in a survey please visit tfl.gov.uk/roads/hampstead-road .

Please let us know your views by **Tuesday 09 August 2016**.

Yours faithfully



Duncan Fallon
Consultation Team
Transport for London

Appendix E – Stakeholders consulted

Elected Members	
Caroline Pidgeon AM	
Gareth Bacon AM	
Nicky Gavron AM	
Andrew Boff AM	
Tom Copley AM	
Joanne McCartney AM	
Fiona Twycross AM	
Shaun Bailey AM	
Kemi Badenoch AM	
Sian Berry AM	
David Kurten AM	
Caroline Russell AM	
Peter Whittle AM	
Unmesh Desai AM	
Keir Starmer MP	Holborn and St Pancras
Cllr Phil Jones	Cabinet Member for Regeneration, Transport & Planning, Camden
Cllr Sarah Hayward	Leader of the Council
Mr Nasim Ali OBE	Regent's Park
Cllr Heather Johnson	Regent's Park
Cllr Nadia Shah	Regent's Park
Cllr Samata Khatoon	St Pancras and Somers Town
Cllr Roger Robinson	St Pancras and Somers Town
Cllr Paul Tomlinson	St Pancras and Somers Town
Claire Perry MP	Parliamentary Under-Secretary - Transport
Patrick McLoughlin MP	Secretary of State for Transport

Local Authorities
London Borough of Camden
London Councils

Police & Health Authorities
Metropolitan Police
London Fire Brigade
London Ambulance Service
NHS CCG Camden
Central London NHS Trust

Transport Groups
London TravelWatch
Living Streets
Sustrans
London Cycling Campaign
Better Transport
Road Haulage Association
Camden Safer Transport Team
London Omnibus Traction Society
Confederation of Passenger Transport
Freight Transport Association
CTC
Association of British Drivers
Motorcycle Industry Association
Motorcycle Action Group
AA Motoring Trust
Association of Car Fleet Operators
British Motorcyclists Federation

Local Interest Groups
Camden Cycling Campaign
In Holborn

Other Stakeholders
Royal Mail
Canal & River Trust London
Action on Hearing Loss (formerly RNID)
Age Concern London
Age UK
Alzheimer's Society
Asian Peoples Disabilities Alliance
Disability Alliance
Disability Rights UK
Disabled Persons Transport Advisory Committee
Greater London Forum for the Elderly
Guide Dogs for the Blind Association
Joint Committee on Mobility of Blind and Partially Sighted People (JCMBPS)
Joint Mobility Unit
London Older People's Strategy Group

MIND
National Children's Bureau
RNIB
Sense
Sixty Plus
Stroke Association
Sutton Centre for Voluntary Sector
The British Dyslexia Association
National Grid
EDF Energy
Thames Water
BT
Unions Together
RMT Union
Unite Union
Licenced Taxi Drivers Association
London Cab drivers Club
London Suburban Taxi-drivers' Coalition
HS2 Ltd
Royal Parks
Confederation of British Industry