

Proposed changes to the junction of Tower Bridge Road and Tanner Street

Response to consultation

September 2016

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Executive Summary

About the consultation:

From 15 February to 20 March 2016, we consulted on proposals to improve the cycling facilities at the junction of Tower Bridge Road and Tanner Street. These proposals also included amendments to bus priority facilities along this section of Tower Bridge Road. The proposals form part of the Central London Grid - a network of connected, high quality, well-signed cycle routes in central London, comprising Quietways and Cycle Superhighways, creating better and safer routes for cycling. Our proposals complemented designs consulted on by the London Borough of Southwark for sections of the route on their roads.

This document explains the processes, responses and outcomes of the February 2016 consultation. Appendix A contains our responses to issues commonly raised.

We received 142 responses to the consultation. The majority of respondents (52%) did not support the proposals. The main area for concern was the proposed one-way arrangements on Tanner Street and the potential traffic impacts of these proposals. Our answers to the questions and issues raised in the consultation are included in Appendix A of this report.

Conclusion and next steps:

After considering all responses, and following discussions with Southwark Council, we have modified our proposals, including reversing the proposed one-way on the western part of Tanner Street so that it is one-way eastbound instead of westbound. This change is expected to reduce the likelihood of through traffic using Tanner Street and surrounding local roads. We will now undertake further public consultation on the revised designs. The new consultation can be found at <https://consultations.tfl.gov.uk/roads/tower-bridge-road-tanner-street> and runs until Sunday 30 October 2016.

1 Background

The Central London Grid is a network of connected high quality, well-signed cycle routes in central London, comprising Quietways and Cycle Superhighways, creating better and safer routes for cycling.

In partnership with London boroughs, the City of London, the Greater London Authority, the Canal and River Trust and the Royal Parks, we have developed proposed routes for the Grid. The majority will be low intervention as the routes primarily use quiet back streets and off-highway alignments.

As part of the Grid, in February and March 2016, we consulted local properties and stakeholders on proposals to improve the cycling facilities at the junction of Tanner Street and Tower Bridge Road, the latter making up part of TfL's London road network.

2 Introduction

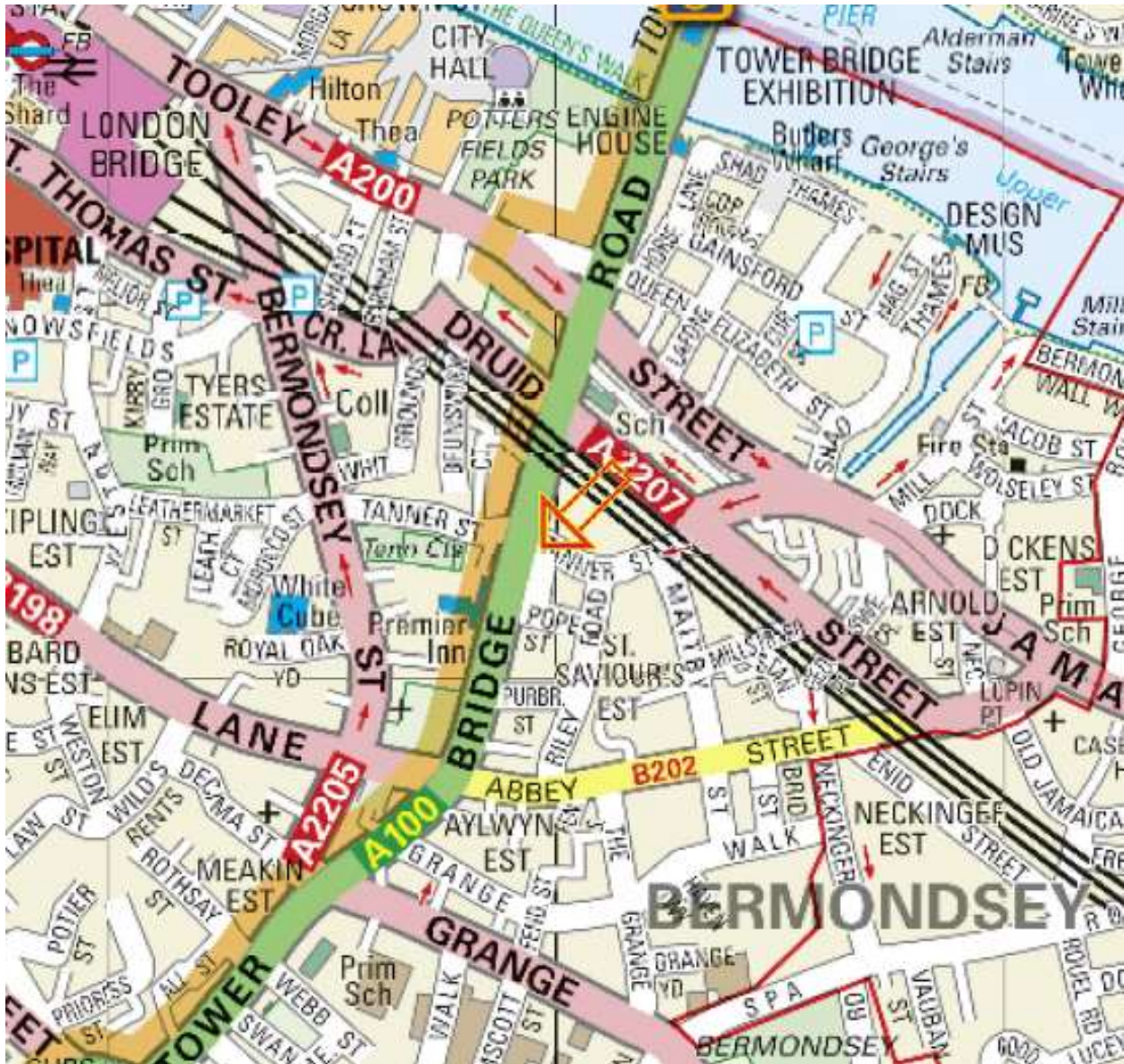
We proposed the following changes:

1. **Carriageway to be widened by 0.5 metres** to improve traffic flow
2. **Centre lines to be altered** to provide two northbound general traffic lanes further back from the junction with Druid Street
3. **New one-way westbound on Tanner Street between Tower Bridge Road and Archie Street** to create space for a segregated two-way cycle track
4. **New one-way eastbound on Tanner Street between Tower Bridge Road and Pope Street** to allow for contraflow cycle provision
5. **Segregated bi-directional cycle track** to allow cyclists to approach and exit the junction with substantially reduced risk of conflict with motor vehicles
6. **New segregated contraflow cycle track to parallel crossing** to allow for safer approach for cyclists, and to decrease potential conflict between modes of traffic. This would require the relocation of a loading bay (see 9 and 10)
7. **New parallel cycle/pedestrian crossing** to connect the cycle route on Tanner Street and allow cyclists to conveniently cross Tower Bridge Road separately from pedestrians
8. **Cycle stands to be relocated** to allow for widened traffic lanes on the approach to the junction, and to prevent conflict between traffic modes
9. **Loading bay relocated from Tanner Street to Tower Bridge Road** to create space for the contraflow cycle track (see 6)
10. **New position of relocated loading bay from Tanner Street** (see 9)

11. Loading bay relocated 12m south to provide enough space for traffic to merge

12. **New bus lane** (Hours of operation: 7am-10am, 4pm-7pm) to make journeys faster and more reliable for bus passengers. We would create space by moving the centre line on this section of Tower Bridge Road, thereby allowing traffic to more efficiently use available space.

2.1 Location map



3 The consultation

We consulted on the proposals from Monday 15 February to Sunday 20 March 2016.

The potential outcomes of the consultation were:

- 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 towards the proposals
- 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 consultation intended to seek the views of a range of different groups potentially affected by or interested in the proposals. Those we consulted included:

- Local residents and businesses
- Local stakeholders, including Southwark Council
- Cycling and road user representative bodies
- Groups representing vulnerable road users
- Other road user groups

3.2 Consultation material, distribution and publicity

We sent a letter and map describing the proposals to 9,850 addresses within a radius of approximately 400m radius of the junction. A copy of this letter is shown in Appendix B and a map of the distribution area can be found in Appendix C. The letter was also emailed to various local and pan-London stakeholder groups. A list of the groups consulted is shown as Appendix D.

The consultation invited participants to comment on the proposed changes. There was one closed and one open question, as listed below:

1. Do you support the proposals for changes to the junction of Tanner Street and Tower Bridge Road?

- Support
- Partially support
- No opinion
- Not sure
- Don't support

2. Do you have any comments on the proposals for changes to the junction of Tanner Street and Tower Bridge Road?

Participants were invited to respond in the following ways:

- Online survey at consultations.tfl.gov.uk/cycling/cycle-improvements-tanner-street
- Emailing consultations@tfl.gov.uk
- Post

4 Overview of consultation responses

There were 142 responses to the consultation; of these, 126 were from members of the public, and 16 were from stakeholders.

Fig.1 Consultation responses by respondent type:

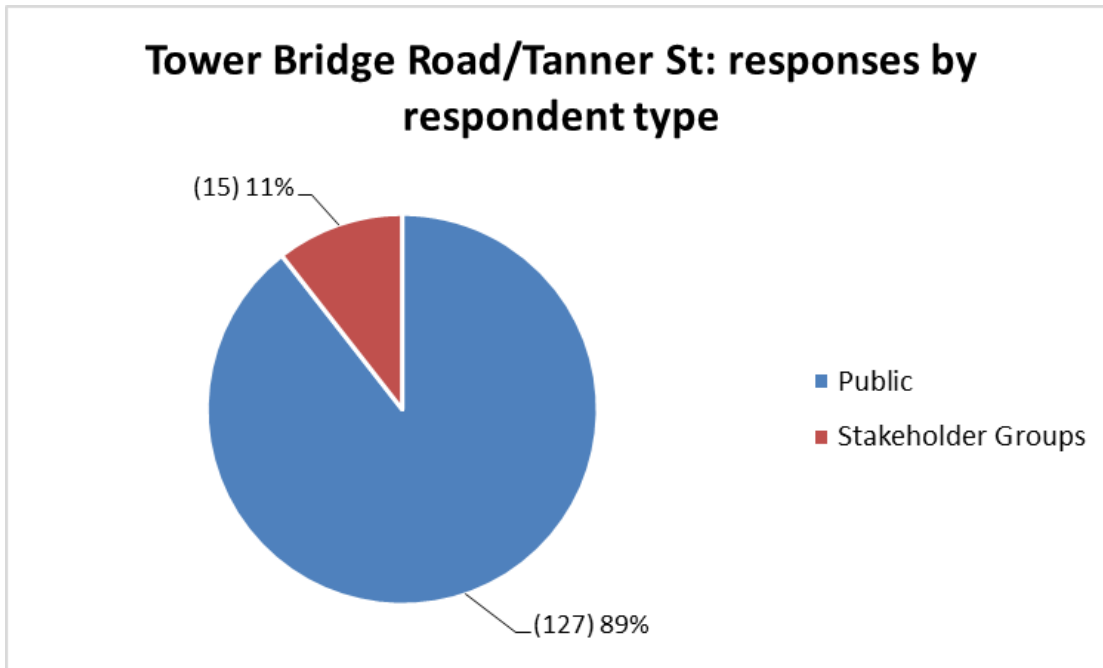
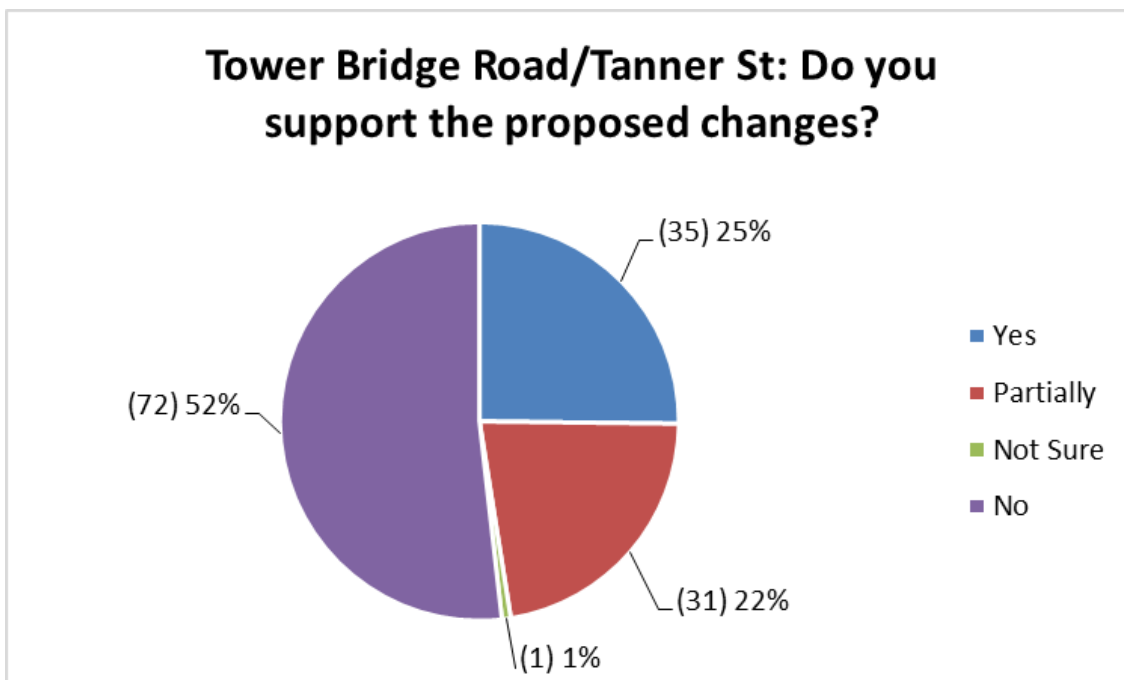


Figure 2 details the level of support the scheme received.

Fig.2 Response to 'Do you support the scheme?':



4.2 Do you have any further comments?

Of the 139 respondents who answered the closed question (*‘Do you support the proposed changes?’*), 128 provided comments. The issues they raised are summarised in the table below. This summary includes comments from stakeholder organisations, but those responses are also individually summarised in Section 4.4.

Top issues raised	Number of comments
A. Proposals will result in increased congestion	40
B. Concerns/objection to Tanner Street one-way	39
C. Other area developments may have knock-on effect	30
D. Safety concerns	25
E. Concerns with bus lane implementation	9
F. Proposals will impact local businesses	7
G. Other comments not directly relevant to the scheme	17
H. General comments unsupportive of the scheme	24

These headings have been broken down into subthemes and individual responses as identified below

- a. 40 responses suggested that the proposed one-way on Tanner Street would **increase congestion** on neighbouring roads.
- b. 39 responses raised concern or objection to the proposed **one-way** systems on Tanner Street. A number of respondents made more than one remark regarding this category. The results are summarised below:
 - 14 comments suggested altering the westbound-only element of Tanner Street to eastbound-only
 - 10 comments felt that the one-way proposal would restrict vehicular access in the area
 - 9 comments felt that the proposals for a one-way would increase air pollution
 - 6 comments were concerned that the introduction of one-way only to Tanner Street could encourage higher vehicle speeds
 - 6 comments felt that the scheme further encourages rat-running on Tanner Street

- 4 comments suggested banning through traffic along Tanner Street
 - 3 comments suggested that the one-way proposals would lead to increased journey times
- c. 25 responses made various concerns regarding **safety**. 3 responses made more than one remark regarding safety. The results are summarised below:
- 13 comments felt that there was a lack of protected space for cycling within the scheme (8 comments) and that the right turn pocket was too exposed (5 comments)
 - 5 comments called for changes to be made to the junction to improve safety, such as implementing advanced stop lines (3 comments) and signalisation (2 comments)
 - 5 comments felt that the bi-directional cycle track and parallel cycle crossing were potentially dangerous. 2 comments in particular suggested that the cycle crossing gives cyclists a false sense of security
 - 3 comments did not feel that the scheme provided enough space for cycling
 - 2 comments were concerned that the scheme omitted safe right turns, both from Tower Bridge Road (southbound) into Tanner Street and from Tanner Street into Tower Bridge Road
- d. 9 responses made comments about the implementation of a **bus lane** as part of the scheme. The results are summarised below:
- 4 comments suggested that the bus lane should have longer operating hours
 - 3 comments suggested that the bus lane be extended, to increase its effectiveness
 - 2 comments felt that the bus lane was dangerous, as it introduces conflict between motor vehicles when filtering into the correct lane
- e. 7 responses raised concerns regarding **impact on local businesses**. All comments were concerned that the scheme would restrict the ability for businesses to make and receive deliveries.
- f. Although not part of the scheme, 30 responses made reference to the **London Bridge redevelopment, Southwark Council's Quietways proposals or other proposals**. The results are summarised below:
- 18 comments felt that the Tower Bridge Road scheme should investigate how the redevelopment of London Bridge station, including the closure of Tooley Street and relocation of the taxi rank to Bermondsey Street, would impact on the proposed scheme

- 10 comments made concerns with how the scheme would interlink with Southwark Council's Quietways proposals to make Leathermarket and Morocco Street one-way. Suggestions were made to make Leathermarket Street westbound only and Tanner Street eastbound only
- 2 comments raised concern and confusion with the scheme, due to the recent proposals to pedestrianise a section of Bermondsey Street

g. 17 responses made **other comments**, which are summarised below:

- 4 comments made general, negative comments regarding cyclist behaviour
- 4 comments felt that the volumes of cyclists using the crossing were not high enough to facilitate the proposed changes.
- 3 comments felt that cycle schemes, including the Tower Bridge scheme, were detrimental to London
- 2 comments were opposed to TfL schemes in general, making particular reference to the Elephant and Castle road changes
- 2 comments made complaint about the existing vehicular congestion, noise and pollution in the area
- 1 comment felt that the scheme should also address the junction of Queen Elizabeth Street/Tower Bridge Road
- 1 comment was concerned with how cyclists would re-join traffic flow to the east of the Tower Bridge Road scheme, towards Rotherhithe
- 1 comment raised concern with the Quietway route to the west and east of the scheme area, raising concern that parking could interfere with the Quietway route
- 1 comment raised concern with the reinstatement of white lines on Tower Bridge Road
- 1 comment called for the cycle turn into Roper Street to be made wider, and for some of the pavement space near to the Santander Cycles dock to be allocated as shared space
- Confederation of Passenger Transport UK called for a number of allocations to be made for coaches: This included allowing coaches to use the loading bay, bus stops and bus lanes.

h. 13 responses were **generally unsupportive** of the proposed scheme. No further details were provided.

General Support

i 18 responses were made offering **general support** for the scheme.

4.4 Summary of responses from stakeholder groups and businesses

There were 15 responses from stakeholder organisations, which are summarised below:

Anderson Travel Ltd

The organisation was unsupportive of the scheme. Concern was raised that the scheme would increase congestion on Tower Bridge Road as a result of the proposed one-ways on Tanner Street. It was suggested that this would lead to impacts on the health of residents.

B Street Deli, Igloo Flowers

The organisation was unsupportive of the proposed scheme. Concern was raised that the scheme would impact on business deliveries. Overall, it felt that the proposals lacked foresight and fluidity.

Bermondsey Street Area Partnership

The organisation was unsupportive of the proposed scheme. An objection was raised to the proposed one-way on Tanner Street. It was concerned that this would further increase congestion on Bermondsey Street and encourage more vehicles to use Tanner Street. In addition, it was felt that access and exit for residents and businesses on Bermondsey Street would be made more difficult and that the proposed one-way would likely increase vehicle speeds.

Bermondsey Street Residents Association

The organisation was unsupportive of the scheme. Objections were made to the one-ways on Tanner Street, as it was felt that this would increase congestion, noise and pollution on Bermondsey Street. Similarly, it was opposed to the kerb segregation of the westbound bi-directional cycle track, as it was felt that this was dangerous. Suggestion was also made to make the Tanner Street crossing signalised to improve safety. Further concern was raised over the white cycle crossing markings, as it was expressed that this would lull cyclists into a false sense of security.

British Motorcyclists Federation (BMF)

The organisation was supportive of the scheme. Suggestion was made that the scheme 'tidies' the existing arrangement.

Confederation of Passenger Transport UK

The organisation did not answer the closed question in terms of support for the proposed scheme, but said coaches should be able to use the loading bay, bus stop and bus lanes.

CTC London Representative

The organisation was supportive of the scheme. Suggestion was raised however to implement advanced stop lines on Tower Bridge Road at the junctions of Tanner

Street, Druid Street and Abbey Street, as it was felt that Tower Bridge Road is heavily used by cyclists.

London Cycling Campaign

The organisation was partially supportive of the proposed scheme, but had several concerns. It was felt that the roads in and near to the scheme need a reduction in through traffic, facilitated by an area-wide strategy or through the reversal of the one-way on Tanner Street from westbound to eastbound. It was also concerned that the bi-directional cycle track was too short and encouraged cyclists to cross paths with one another. Similarly, further concern was raised that the cycle lane on the eastern side of Tanner Street does not feature segregation, and that the proposed cycle right turn pocket leaves cyclists exposed. Further suggestions were made to allow right turns into Druid Street to further remove traffic from Tanner Street and to consider reducing speed limits to 20mph along some routes.

London Fire and Emergency Planning Authority

The organisation was supportive of the scheme. It was suggested that the scheme would have minimal effect on attendance times. Further, due to the widening of Tower Bridge Road by 0.5 metres and by Tanner Street being made one way, it was suggested that this might improve traffic flow.

London Tourist Coach Operators' Association

The organisation was unsupportive of the proposed scheme. It felt that it was unacceptable to state that there would be no impact on traffic, whilst also stating that vehicles would have to find alternative routes.

London TravelWatch

The organisation was partially supportive of the scheme. It supported the introduction of a bus lane but felt that this should operate 24 hours per day, with a width sufficient to accommodate cyclists (4.5m). Concern was raised however over the introduction of a bi-directional cycle track. It was felt that bi-directional tracks are confusing and increase the risk of collisions.

Southwark Cyclists

The organisation was supportive of the scheme; however it had some reservations and suggestions, which are detailed below:

- It was felt that light segregation for cyclists was needed on Tower Bridge Road, in respect of traffic volumes/speeds. It was suggested that this may even improve traffic flow across the junction due to the number of vehicles straddling lanes.
- Suggestion was made to make Tanner Street eastbound only for motor vehicles.
- Suggestion was also made to allow right turns for motor vehicles from Tower Bridge Road into Druid Street to reduce traffic volumes in Tanner Street.

Concern was also raised that right-turning cyclists from Tower Bridge Road (northbound) to Tanner Street (eastbound) are left exposed despite the turning area.

Suggestion was made for space to be reallocated from the central reservation so that the turning area can be accessed more safely.

Southwark Liberal Democrats

The organisation was partially supportive of the scheme. The organisation was supportive of two-way cycling along the proposed Quietway route, however raised objection to the westbound one-way system on Tanner Street. It was felt that the one-way should instead be eastbound only instead of westbound, with provisions made for vehicles to access Archie Street from Tower Bridge Road.

Southwark Living Streets

The organisation was supportive of the proposed scheme. Particular support was raised over the introduction of a bus lane; however it was suggested that due to the lack of protection for high volumes of cyclists travelling northbound on Tower Bridge Road, this should operate from 7am-7pm. The organisation was opposed however to the westbound one-way on Tanner Street. It was felt that this should instead be eastbound only, thus reducing rat-running and drawing traffic away from Bermondsey Street.

Wheels for Wellbeing

The organisation was supportive of the scheme, however did not provide any further comments.

5 Conclusion and next steps

After considering all responses, and following discussions with Southwark Council, we have modified our proposals, including reversing the proposed one-way on the western part of Tanner Street so that it is one-way eastbound instead of westbound. This change is expected to reduce the likelihood of through traffic using Tanner Street and surrounding local roads. The new proposals would mean that vehicles other than cycles would no longer be able to turn left or right into this part of Tanner Street from Tower Bridge Road, or for eastbound vehicles on Tanner Street to turn right onto Tower Bridge Road or to go straight over to the eastern part of Tanner Street.

We will now undertake further public consultation on the revised designs.

Appendix A – Response to Issues raised

The scheme will result in increased congestion and traffic displacement onto smaller residential roads

The original Tanner Street proposals were not expected to have a significant impact on local traffic. Vehicles affected by our proposed restrictions would likely be spread over numerous alternative routes. We have revised the designs following comments received from Southwark Council. The new proposals would prevent dissemination of traffic onto smaller residential roads via Tanner Street, as motor traffic would no longer be allowed to turn onto the eastern section of Tanner Street from Tower Bridge Road.

Why can't Tanner Street be maintained as two-way?

The space required for a dedicated cycle facility crossing Tower Bridge Road would require the western arm of Tanner Street to be made one-way to allow for the two-way cycle track. Turning traffic movements into and out of Tanner Street would negate the available space for the cycle track and crossing and the removal of traffic from one direction would provide this space. A one-way layout also ties in with the Southwark-led Quietway arrangement to the west and loading requirements at Archie Street.

Following comments received during the original consultation, it is now proposed to make Tanner Street one-way eastbound into Tower Bridge Road. The new consultation includes a proposal to ban the right turn out of Tanner Street, as the parallel pedestrian / cycle crossing needs to be a minimum distance from the side road to allow vehicles to exit onto a stop line and ensure the traffic signals are visible. The configuration of this junction means that, in this instance, the right turn out is not possible.

The scheme appears particularly unsafe for cyclists entering the junction, especially from the new right-turn pocket on Tower Bridge Road. Why haven't segregated cycle lanes and ASLs been considered?

The scheme has been designed to meet the needs of all road users, including cyclists. The right turns for cyclists would be protected by traffic islands and the northbound movement has a flared approach to enable cyclists to transition across. We are considering an ASL on the southbound approach to Tanner Street, subject to the results of a traffic assessment.

How can TfL assure me there will be enough loading space/time for deliveries to be made to local businesses?

The loading bay provided on Tower Bridge Road would have the same operational characteristics as the existing one it would replace on Tanner Street. The bay provided is slightly longer and would maintain the same hours of operation as the existing one.

How have TfL decided on operating hours/length of the proposed bus lane? Won't it increase conflict with other traffic modes (e.g. cyclists)?

The operating hours of the new bus lane were proposed in order to allow loading bays to be maintained. Providing a 24 hour bus lane would mean the loading bays would have to be removed, which would impact on servicing arrangements for local businesses.

We have provided the longest possible bus lane allowed by the available carriageway width. The provision of a bus lane is not expected to increase conflict with other traffic modes as there would be sufficient distance for vehicles to merge if required. Cyclists would be allowed to use the bus lane, as would taxis, motorcyclists and buses, so they would experience reduced conflict with other vehicles.

Have TfL taken into account possible knock-on effects of other local developments (e.g. Tooley Street)?

As the expected impact of the Tanner Street proposals and the number of vehicles involved is relatively low, we do not expect the scheme would noticeably affect how traffic behaves during the Tooley Street developments or during other changes to local traffic arrangements.

Appendix B – Consultation Letter



Consultation Team
Transport for London
10th Floor, Zone G4, Palestra
197 Blackfriars Road
London SE1 8NJ
consultations@tfl.gov.uk

Dear Sir/Madam,

Have your say on proposed changes to the junction of A100 Tower Bridge Road and Tanner Street

In partnership with the London Borough of Southwark, we have developed proposals to improve provision for cyclists and other road users on this section of Tower Bridge Road, and we would like to hear your views.

The proposals are part of the Central London Cycling Grid – a network of cycle routes in Zone 1. The route passes along Tanner Street. Southwark Council consulted on proposals on the rest of the route in autumn 2015, including proposals for the one-way operation of Tanner Street. Our proposals aim to improve safety and create more space for cyclists, and have been coordinated with Southwark Council's designs.

Our proposals also include changes to traffic and bus lanes, as well as new traffic restrictions and improved pedestrian crossings. The enclosed consultation drawing shows the proposals for this junction. The numbered descriptions below correspond with the numbered labels on the drawing.

1. **Carriageway to be widened by 0.5 metres** to improve traffic flow
2. **Centre lines to be altered** to provide two northbound general traffic lanes further back from the junction with Druid Street
3. **New one-way westbound on Tanner Street between Tower Bridge Road and Archie Street** to create space for a segregated two-way cycle track
4. **New one-way eastbound on Tanner Street between Tower Bridge Road and Pope Street** to allow for contraflow cycle provision
5. **Segregated bi-directional cycle track** to allow cyclists to approach and exit the junction with substantially reduced risk of conflict with motor vehicles
6. **New segregated contraflow cycle track to parallel crossing** to allow for safer approach for cyclists, and to decrease potential conflict between modes of traffic. This would require the relocation of a loading bay (see 9 and 10)
7. **New parallel cycle/pedestrian crossing** to connect the cycle route on Tanner Street and allow cyclists to conveniently cross Tower Bridge Road separately from pedestrians
8. **Cycle stands to be relocated** to allow for widened traffic lanes on the approach to the junction, and to prevent conflict between traffic modes

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MAYOR OF LONDON

9. **Loading bay relocated from Tanner Street to Tower Bridge Road** to create space for the contraflow cycle track (see 6)
10. **New position of relocated loading bay from Tanner Street** (see 9)
11. **Loading bay relocated 12m south** to provide enough space for traffic to merge
12. **New bus lane** (Hours of operation: 7am-10am, 4pm-7pm) to make journeys faster and more reliable for bus passengers. We would create space by moving the centre line on this section of Tower Bridge Road, thereby allowing traffic to more efficiently use available space.

TfL has carried out traffic modelling for these proposals. The results indicate that the proposals would not result in any significant delay to area journeys, although the relatively low number of vehicles affected by the proposed one-way operation of Tanner Street would need to find alternative routes.

Southwark closed its consultation on the Jubilee Cycle Grid route on Tanner Street in August 2015. For more information on this consultation, please visit their website on <https://consultations.southwark.gov.uk/environment-leisure/jubilee-cycle-grid-route-section-d>

How to comment on the proposals

Website – For further information or to let us know your views please visit our website <https://consultations.tfl.gov.uk/cycling/cycle-improvements-tanner-street>

Email – Send to consultations@tfl.gov.uk

When responding by email please add 'Grid – Tanner Street' in the subject

Letter – You can also write to us at FREEPOST TFL CONSULTATIONS, 'Grid – Tanner Street', 10/G4, Palestra, 197 Blackfriars Road, London SE1 8NJ.

The consultation will open on **Monday 15 February** and will close on **Monday 21 March 2016**. To learn more about the Central London Cycle Grid, please visit tfl.gov.uk/cycle-grid.

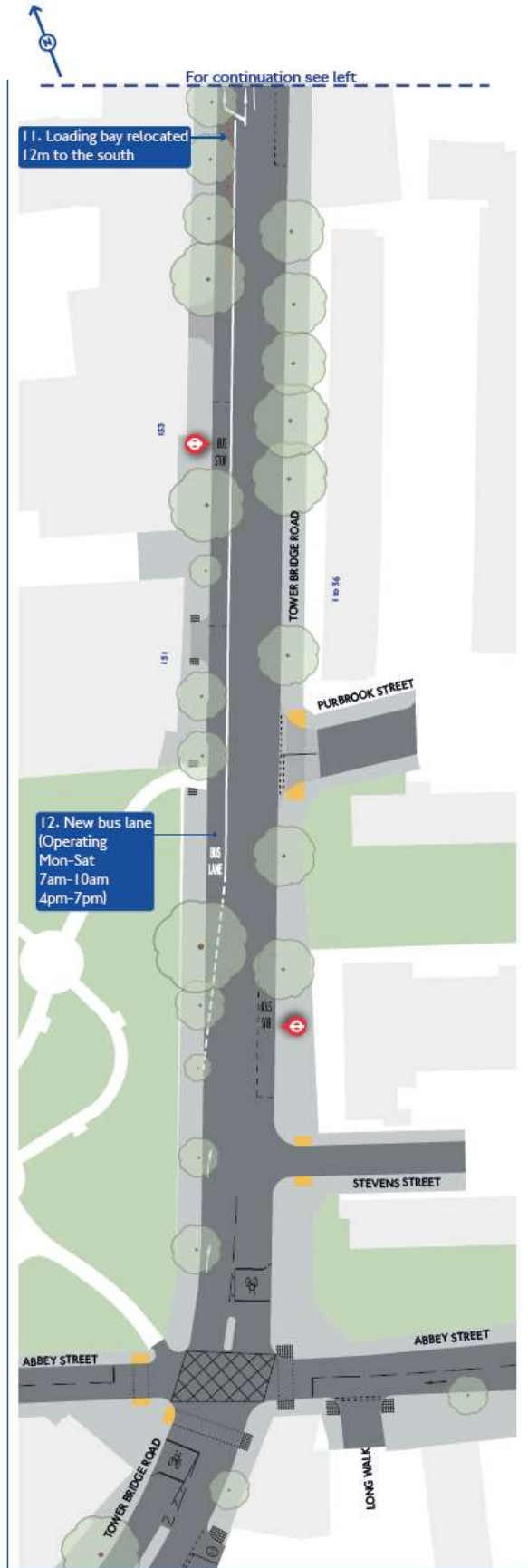
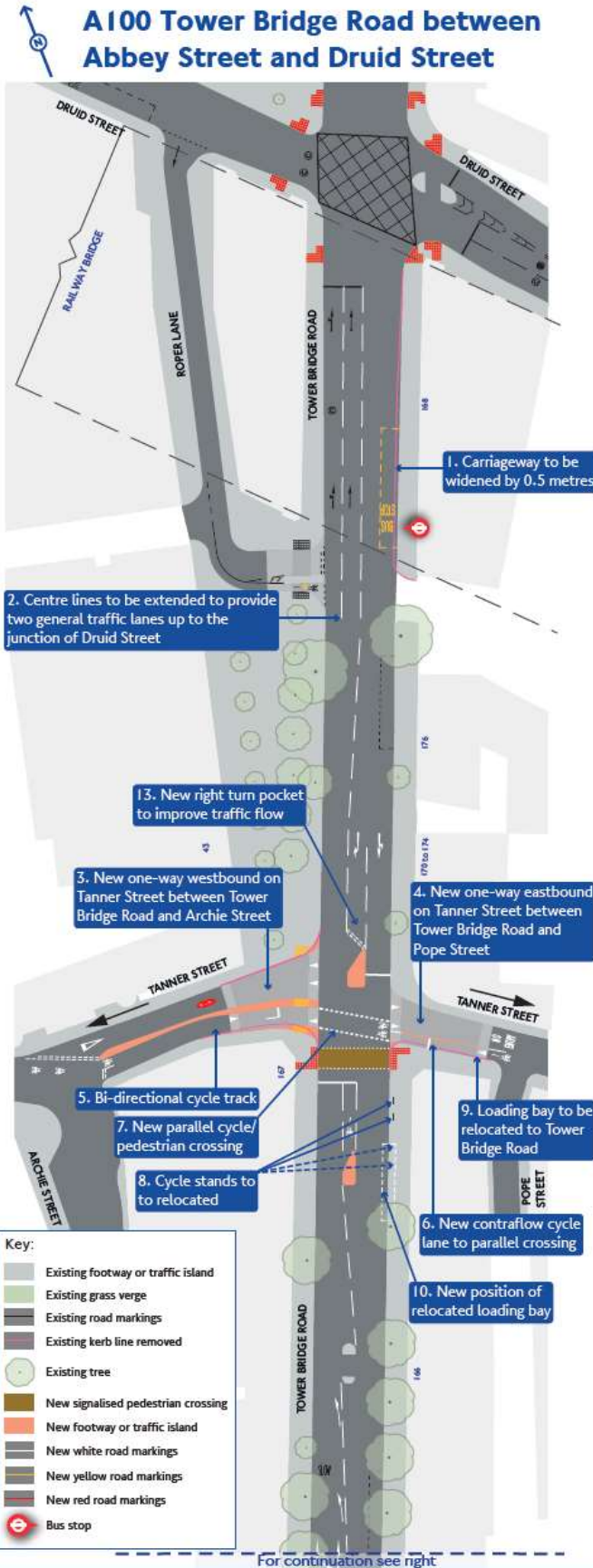
Subject to the outcome of consultation, we plan to start construction in October 2016, with completion the following spring.

Yours faithfully



James Drennan
Consultation Team, Transport for London

Appendix C – Junction map of proposals



Appendix D – Map of letter drop



Appendix E – List of stakeholders consulted

London TravelWatch

Elected Members	
Councillor Evelyn Akoto	Southwark Council
Councillor Anood Al-Samerai	Southwark Council
Councillor Jasmine Ali	Southwark Council
Councillor Maisie Anderson	Southwark Council
Councillor James Barber	Southwark Council
Councillor Radha Burgess	Southwark Council
Councillor Sunil Chopra	Southwark Council
Councillor James Coldwell	Southwark Council
Councillor Fiona Colley	Southwark Council
Councillor Stephanie Cryan	Southwark Council
Councillor Catherine Dale	Southwark Council
Councillor Helen Dennis	Southwark Council
Councillor Dora Dixon-Fyle MBE	Southwark Council
Councillor Nick Dolezal	Southwark Council
Councillor Karl Eastham	Southwark Council
Councillor Gavin Edwards	Southwark Council
Councillor Paul Fleming	Southwark Council
Councillor Tom Flynn	Southwark Council
Councillor Lucas Green	Southwark Council
Councillor Renata Hamvas	Southwark Council
Councillor Barrie Hargrove	Southwark Council
Councillor Jon Hartley	Southwark Council
Councillor David Hubber	Southwark Council
Councillor Peter John OBE	Southwark Council
Councillor Ben Johnson	Southwark Council

Councillor Samantha Jury-Dada	Southwark Council
Councillor Eleanor Kerlake	Southwark Council
Councillor Sarah King	Southwark Council
Councillor Anne Kirby	Southwark Council
Councillor Octavia Lamb	Southwark Council
Councillor Sunny Lambe	Southwark Council
Councillor Lorraine Lauder MBE	Southwark Council
Councillor Maria Linforth-Hall	Southwark Council
Councillor Richard Livingstone	Southwark Council
Councillor Rebecca Lury	Southwark Council
Councillor Vijay Luthra	Southwark Council
Councillor Jane Lyons	Southwark Council
Councillor Eliza Mann	Southwark Council
Councillor Hamish McCallum	Southwark Council
Councillor Darren Merrill	Southwark Council
Councillor Victoria Mills	Southwark Council
Councillor Michael Mitchell	Southwark Council
Councillor Jamille Mohammed	Southwark Council
Councillor Adele Morris	Southwark Council
Councillor David Noakes	Southwark Council
Councillor Damian O'Brien	Southwark Council
Councillor James Okosun	Southwark Council
Councillor Leo Pollak	Southwark Council
Councillor Sandra Rhule	Southwark Council
Councillor Catherine Rose	Southwark Council
Councillor Martin Seaton	Southwark Council
Councillor Rosie Shimell	Southwark Council
Councillor Andy Simmons	Southwark Council

Councillor Johnson Situ	Southwark Council
Councillor Michael Situ	Southwark Council
Councillor Charlie Smith	Southwark Council
Councillor Cleo Soanes	Southwark Council
Councillor Dan Whitehead	Southwark Council
Councillor Kath Whittam	Southwark Council
Councillor Bill Williams	Southwark Council
Councillor Kieron Williams	Southwark Council
Councillor Mark Williams	Southwark Council
Councillor Ian Wingfield	Southwark Council
Caroline Pidgeon AM	Greater London Authority
Darren Johnson AM	Greater London Authority
Gareth Bacon AM	Greater London Authority
Jenny Jones AM	Greater London Authority
Murad Qureshi AM	Greater London Authority
Nicky Gavron AM	Greater London Authority
Richard Tracey AM	Greater London Authority
Valerie Shawcross AM	Greater London Authority
Nick Waterman AM	Greater London Authority
Andrew Boff AM	Greater London Authority
Stephen Knight AM	Greater London Authority
Joanne McCartney AM	Greater London Authority
Fiona Twycross AM	Greater London Authority
Stephen Hammond MP	House of Commons
Zac Goldsmith MP	House of Commons
Seema Malhotra MP	House of Commons
Siobhain McDonagh MP	House of Commons
Dr Mathias MP	House of Commons

Harriet Harman MP	House of Commons
Helen Hayes MP	House of Commons
Neil Coyle MP	House of Commons

Local Authorities

London City of Westminster

Police and Health Authorities

Metropolitan Police

London Ambulance Service

London Fire and Emergency Planning Authority

CCG Southwark

CCG NHS Central London

South London and Maudsley NHS Foundation Trust

London Ambulance Service

Transport groups

AA Drive Tech	AA Motoring Trust
Association of British Drivers	Motorcycle Action Group
Association of Car Fleet Operators	Motorcycle Industry Association
Automobile Association (AA)	Green Flag Group
British Motorcyclists Federation	Road Haulage Association
Campaign for Better Transport	Licensed Taxi Drivers' Association
Disabled Persons Transport Advisory Committee	Institute of Advanced Motorists
Freight Transport Association	Society of Motor Manufacturers and Traders
RAC Foundation for Motoring	Transport for All
Transport Focus	Road Haulage Association

Non-exclusive list of other stakeholders

Age Concern London	Capita
Age UK	Citizens UK

Alzheimer's Society	Confederation of British Industry (CBI)
Asian Peoples Disabilities Alliance	Construction Youth Trust
Baker Street Quarter Partnership (BID)	Crossrail Ltd.
Bayswater Residents' Association	Dbrief Monthly
Belgravia Residents' Association	Disability Alliance
Better Bankside (BID)	Disabled Persons Transport Advisory Committee
Blackheath Joint working party	Envision
Brent Cross Shopping Ctr.	GLA Strategy Access Panel Members
British Museum	Goldstein Wein Architects
BT	National Grid
Camden Town Unlimited	Neighbourcare St. John's Wood and Maida Vale
Canal and River Trust London	Network Rail Infrastructure Ltd.
Goldstein Wein Architects	Park Royal Partnership
Greater London Forum for the Elderly	Port of London Authority
Guide Dogs for the Blind Association	RADAR London Access Forum
House of Commons	Residents Society for Mayfair and St. James
Inclusion London	RMT
Institution of Engineering and Technology	RNIB
Irwin Mitchell	Royal Institution of Chartered Surveyors (RICS)
Joint Committee on Mobility of Blind and Partially Sighted People (JCMBPS)	Royal London Society for the Blind (RSLB)
Joint Mobility Unit	Royal Mail
Lewis Silkin LLP	Royal Mail Parcel Force
Living Streets	Royal Parks
London Chamber of Commerce and Industry (LCCI)	Scope
London Cycling Campaign	Sense
London Fire and Emergency Planning Authority	Sixty Plus
London First	Society of London Theatre (SoLT)

London Older People's Strategy Group	South Bermondsey Partnership
London Visual Impairment Forum (LVIF)	Stroke Association
Low Carbon Vehicle Partnership	Turner and Townsend
MIND	Unions Together
Morris Visitor Publications	Visit Britain
National Autistic Society	Tate Modern
National Children's Bureau	Visit Britain
Sustrans	Virtual Norwood Forum
Thames Water	