Gardens and Edgware Road for pedestrians and cyclists

Consultation Report
March 2024

MAYOR OF LONDON

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

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1. Executive Summary

Between 6 November and 18 December 2023, we consulted on proposals to improve the junction at Sussex Gardens and Edgware Road for pedestrians and cyclists.

We received 318 responses in total, including eight from stakeholders. We have also included our responses to issues raised in Appendix A and we have summarised stakeholder responses in Appendix D.

Some key findings include:

- 52 per cent (143 respondents) think the scheme will encourage more people to walk[1]
- 44 per cent (121 respondents) think the scheme will encourage more people to cycle[2]
- 54 per cent (146 respondents) think the scheme will have no impact on people who use public transport
- 61 per cent (163 respondents) think the scheme will have no impact for people who travel by motor vehicle for personal journeys and 68% (183 respondents) it will have no impact on business journeys

We also identified the following most frequently raised issues in respondents written comments:

Issue raised	Response	Total
Concerns about increase in traffic congestion.	Traffic modelling is carried out for permanent highway schemes to assess the impact of the design on all modes, including impacts on bus journey times. The traffic modelling for the changes at the junction shows that all approaches will have sufficient green time to clear the queuing traffic, with only a small impact on journey times.	58
Concern about removing the left turn side lanes.	The proposed scheme does not remove the ability for left turn to be made. Traffic modelling shows that a combined lane with straight ahead and left turning traffic will receive sufficient green time to clear the average queue efficiently. This layout significantly improves safety for pedestrians and cyclists.	40

[1] This includes a combination of respondents who selected 'many more people would choose to travel in this way' or 'some extra people would choose to travel in this way' in response to question one
[2] This includes a combination of respondents who selected 'many more people would choose to travel in this way' or 'some extra people would choose to travel in this way' in response to question one

General opposition to the scheme (no details)	See other answers	33
Concern that the proposed layout puts cyclist at risk (i.e. not fully segregated, no feeder lanes to advanced stop lines)	Cyclist safety is a key priority, and we are committed to developing and implementing ambitious projects to provide a safe, high-quality cycling network. The proposed scheme introduces a safer layout for cyclists by reducing the risks associated with left turn and side swipe collisions, common cycling-related incidents. Additionally, the inclusion of early starts allows cyclists to advance ahead of traffic, and the two-stage right turn measures further enhance safety. Safety audits have been conducted to assess and validate the safety of the proposed design changes. Due to space limitations, cycle feeder lanes cannot be provided consistently throughout the junction, and they pose challenges to the pedestrian safety benefits. The Edgware Road is an important bus corridor with nine routes and 50 buses per hour providing strategic connections across London with over 33,000 daily passengers we are balancing the different needs of pedestrians, cyclists and other road users. We do recognise the demand for north south cycling connections and while there are no immediate plans for segregated cycling on Edgware Road, we are currently focusing on other new Cycleway routes in the area, including Cycleway 51 and Cycleway 43 for improved north-south and east-west connections.	33
Suggestion for a different road layout for cyclist to improve safety (i.e. fully segregated cycle lanes, Cyclops style[3])	The scheme aims to improve safety at the junction. The proposed layout is specifically designed to reduce existing risks to cyclists at the junction, such as left turn, side swipes and left hook collisions. The scheme incorporates a protected two-stage right turn and early starts to improve cycle safety. Given the junction's importance as a busy bus corridor, we are balancing the diverse needs of pedestrians, cyclists and other road users. While recognising there is demand for north-south cycling	30

[3] A Cyclops Style Junction is a type of design with a separate route for pedestrians and cyclists. Pedestrians and cyclists have their own designated space and time to move around the junction. This design requires a large amount of space, making it rarely feasible in central London where space is limited. It takes more time for cyclists to navigate through all the stages of the junction, and also leads to potentially long wait times for pedestrians due to its complex method of control. While this type of design may be effective in towns with ample space and lower land costs, they are difficult to implement in central London.

	connections, we are currently prioritising resources on improving cycling routes across the surrounding network to encourage more cycle journeys.	

You can read more about all of the comments in Appendix B.

1.1 Next Steps

We have considered all the feedback we have received and have decided to proceed with our proposals as set out in the consultation.

We hope to start and complete construction of the project during the Spring/ Summer 2025 and will keep local people updated with our plans to build the new crossing.

2. About the consultation

2.1 Purpose

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/s for 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

2.2 Potential outcomes

The potential outcomes of the consultation were:

- Following careful consideration of the consultation responses, we decide to proceed with the scheme as set out in the consultation
- Following careful consideration of the consultation responses, we modify the proposals in response to issues raised and proceed with a revised scheme
- Following careful consideration of the consultation responses, we decide not to proceed with the scheme

2.3 Who we consulted

The consultation was open to anyone who had a view about our proposals. Our publicity was focused on residents and stakeholders around the Sussex Gardens/ Edgware Road junction, businesses in the local vicinity and visitors to the area, and a range of additional stakeholders who we felt might have an interest in the proposals.

List of stakeholders can be seen in Appendix E**.**

2.4 Dates and duration

The consultation ran for six weeks between 6 November and 18 December 2023.

2.5 What we asked

Our consultation web page (https://haveyoursay.tfl.gov.uk/sussex-gardens) included a questionnaire for respondents to complete.

We asked respondents how they thought the changes would affect the way people would choose to travel in the area.

We also asked respondents to tell us if they thought we should make any changes to our proposals.

Respondents were asked to give their name, email address and postcode along with information about their travel habits and certain demographic information, although these questions were voluntary. We also asked questions on the quality of consultation.

The questions can be seen in Section 4**.**

2.6 Methods of responding

People were able to respond to the consultation by:

- Completing the online questionnaire on our consultation website: https://haveyoursay.tfl.gov.uk/sussex-gardens
- Emailing us at haveyoursay@tfl.gov.uk
- Sending in a Freepost letter to 'TfL Have your Say'

To help support conversations with London's diverse communities, our Have your Say website is also able to translate our consultation materials into many different languages.

A summary of the consultation information was also made available in:

- An Easy Read format
- An audio description file
- A British Sign Language (BSL) video

We also published an Easy Read version of our consultation questionnaire and explained in the BSL video that we would offer support (for example, through offering a BSL interpreter) to anyone who might require it in order to respond.

2.7 Consultation materials and publicity

We ran an extensive marketing and publicity campaign as part of the consultation activity. We raised awareness of the consultation through a variety of channels, including emails to customers and key stakeholders, letter drops, posters, face-to-face engagement and drop-in sessions.

Copies of our consultation materials and publicity can be found in Appendix C. Further details about the materials and publicity are set out below.

Letters to residents and businesses

On 7 November 2023, we delivered a letter to 4,481 local residents and businesses within the vicinity of our proposals.

A copy of this letter and a map of the distribution area is included in Appendix C.

Emails to public and stakeholders

A consultation launch email was sent to 70,391 members of the public who were signed up to various TfL travel emails who might be impacted by the proposals and to 459 stakeholders including mandatory, political and third sector stakeholders.

Follow-up reminder emails were sent on 11 December 2023 saying that the consultation was closing in a week to the public and stakeholders mentioned above.

An email was sent to 1,957 users of Santander bike scheme in the local area around the junction on 23 November 2023.

Copies of these emails are included in Appendix C.

Media activity
A launch email was sent to local media when the consultation was launched.

A copy of this email is included in Appendix C.

On-site advertising
A3 and A4 posters were displayed by some businesses and toblerones were attached to lampposts in the vicinity of our proposals.

Copies of the posters and signage and their locations can be found in Appendix C.

Public meetings drop in sessions
Two drop-in events were held at Waitrose, 168-176 Edgware Road on

- Saturday 25 November (10am- 2pm)
- Wednesday 6 December (3pm –7pm)

Face-to-face activity
We held four ‘face-to-face’ engagement sessions over the course of the consultation and handed out a combined total of around 1055 consultation postcards through this activity. We distributed consultation postcards to people walking in the vicinity of the scheme and also left 440 of them at local venues which agreed to display them. The postcard explained that the consultation was taking place and what the closing date for comments was, and included information on how to respond, as well as a QR code for quick and convenient access to our consultation webpage.

The table below shows the dates and locations where we handed out the postcards:

Date	Location of face to face activity	Venue where postcards left
Monday 12 November	Edgware Road, Sussex Gardens, Old Marylebone Road, Crawford Place, Burwood Place, Kendal Street, George Street.	Cambridge Court Dental Centre, Airnet, Gulf Properties, Al-Manoori Express, Edgware Road Barbers, ABL Money Exchange, Safer Pharmacy, Sama Travel Ltd, Andalusia Supermarket.
Saturday 18 November	Edgware Road, Sussex Gardens, Old Marylebone Road, Burwood Place, local shops.	Blue Star, Grocers Basket, Mo's Place Nails, West 2, Central Mobile Phones, Mansoori Supermarket, Edgware Road Palace, Mr Tech, Baghdad Hair, Shisha Phone Repair, Pharmacentre.
Saturday 2 December	Edgware Road, Sussex Gardens, Old Marylebone Road, Crawford Place, Burwood Place Kendal Street, George Street.	Riteway Food Shop, Bin-Seema Pharmacy, Marble Arch Food, Wonder Travel Centre, Bataks Market, Tech Planet, Prince Pharmacy, Noor Supermarket, QTEL phone shop, Root Café
Tuesday 12 December	Edgware Road, Sussex Gardens, Old Marylebone Road, Crawford Place, Burwood Place, Kendal Street, George Street.	Local shops from previous visits.

Table 1: face-to-face activity locations and venues where postcards left

A copy of the postcard is included in Appendix C.

Meetings with stakeholders
A pre-consultation briefing was held with local Westminster councillors on 2 November and an email sent to key stakeholders on 2 November 2023.

Video
A video on the consultation webpage gave an overview of proposals using live footage, maps and CGIs.

2.8 Equalities Assessment

In deciding who to consult with and how our consultation should be conducted, we ensured that the materials were written in plain English and available in different formats upon request (for example in large print). Our website also included an auto-translate function, enabling people for whom English is not their first language to understand our proposals. There was also an Easy Read version of the consultation materials, together with a BSL video.

Prior to launching the public consultation, we conducted an Equalities Impact Assessment (EqIA) which highlighted the positive and negative impacts our proposals could have locally on people with protected characteristics. We used the information from the EqIA to develop our stakeholder register for the consultation.

We contacted representative groups of people with protected characteristics before the consultation launch and during the consultation period to encourage them to make their views on the proposals known and to promote the consultation to the people they represented.

A list can be found in the stakeholder list in Appendix E.

2.9 Analysis of consultation responses

Consultation analysis was undertaken by our analysis supplier Steer. All comments and suggestions received, whether through our online questionnaire or by email or letter were reviewed to identify the issues raised by respondents.

We developed a 'code frame' for each of the open questions included in the online questionnaire. A code frame is a list of the issues raised during the consultation; together with the frequency each issue was raised. A copy of the code frame is included in Appendix B.

3. About the respondents

This chapter summarises responses to all the 'About the respondent' demographic Questions.

3.1 Number of respondents

Respondents	Total	%
Public responses	310	97%
Stakeholder responses	8	3%
Total	318	100%

Table 2: Number of respondents

3.2 How respondents heard about the consultation

How respondents heard	Total	%
Email	124	45%
Social media	50	18%
Website	31	11%
Press	28	10%
Poster	15	6%
other	13	6%
Letter	9	3%
Public meeting	3	1%
Total	273	100%

Table 3: How respondents heard about the consultation

3.3 Methods of responding

Methods of responding	Total	%
Website	283	89%
Email	35	11%
Total	318	100%

Table 4: Methods used by respondents to respond to the consultation

3.4 Who responded

Respondent type	Total	%
A resident living close to the proposed scheme	143	51%
A cyclist who might cycle in the area, or who cycles in the area currently	76	27%
Someone who uses public transport in the area around the proposed scheme	33	12%
Not local but interested in the scheme	14	5%
Someone who uses private transport in the area around the proposed scheme	8	3%
A business located close to the proposed scheme	5	2%
Total	279	100%

Table 5: Who responded to the consultation

3.5 Visits to our consultation website

Consultation web page
Consultation materials were hosted on our online web page at the following address: https://haveyoursay.tfl.gov.uk/sussex-gardens

All content could be downloaded and/or printed from the 'Documents' section of the website. Documents were provided in Microsoft word and PDF formats to enable easy adaption for people using screen readers. This facility saw approximately 374 separate document downloads during this consultation.

A breakdown of visitors to the Sussex Gardens webpages shows:

Visitors	Total
Visits to webpages:	3,789
Aware visitors[4]	3,084
Informed visitors[5]	1,284
Engaged visitors[6]	285
Submitted a survey on the website	283

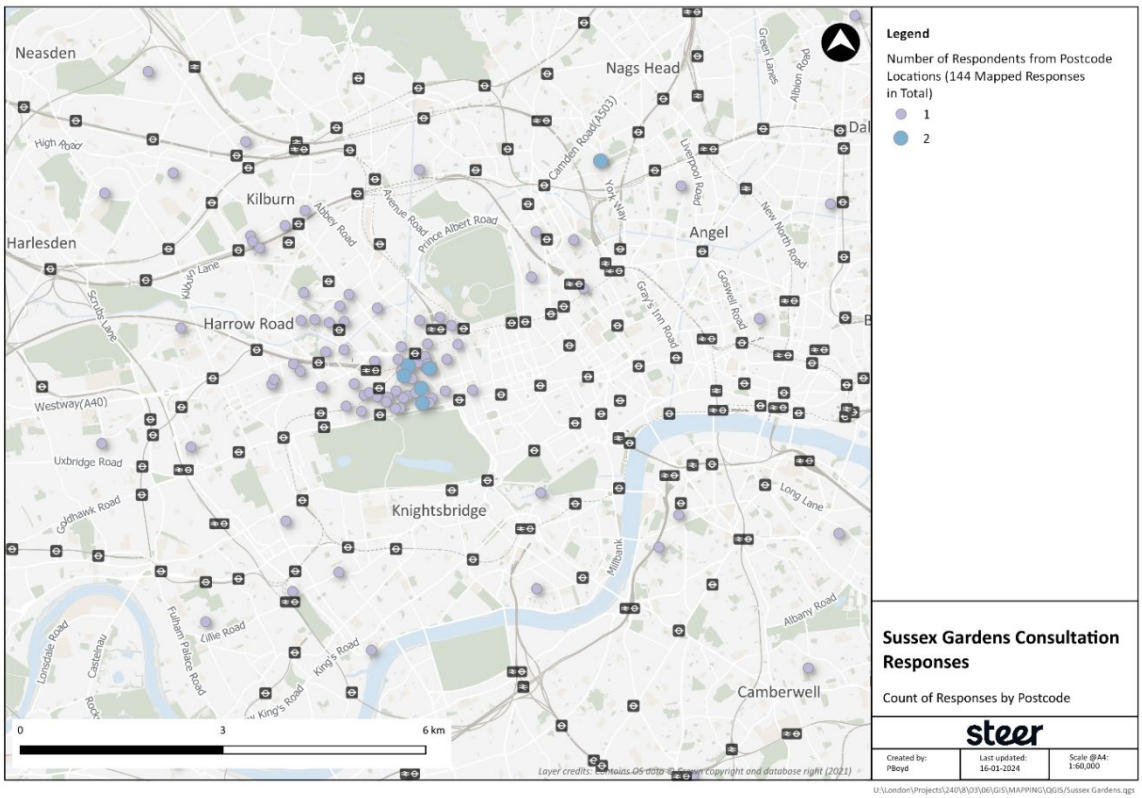
Table 6: Visits to the consultation webpage

[4] visitors to at least one of Sussex Gardens webpages and may have performed an engaged or informed action.
[5] A participant who performed multiple action on the Sussex Garden webpages such as downloading a document
[6] A participant who contributed to the website such as filling in a survey or asking a question

3.6 Postcodes analysis

11. Respondents were asked to provide their home postcode. Of the 318 responses, 144 included a valid postcode which has been mapped in Figure 1.

Figure 1: Map of respondent postcodes



Postcode	Count
W2	40
NW1	16
W9	8
W1H	8
NW6	6

Table 7: Top five postcodes for respondents

4. Summary of all consultation responses

4.1 Summary of responses to Question 1 on travel habits

475 people responded to the question 'Thinking about our proposals as a whole, what effect do you think they will have on the way people choose to travel?'

Some key findings include:

- 52 per cent (143 respondents) think the scheme will encourage more people to walk[7]
- 44 per cent (121 respondents) think the scheme will encourage more people to cycle[8]
- 54 per cent (146 respondents) think the scheme will have no impact on people who use public transport
- 61 per cent (163 respondents) think the scheme will have no impact for people who travel by motor vehicle for personal journeys and 68% (183 respondents) it will have no impact on business journeys

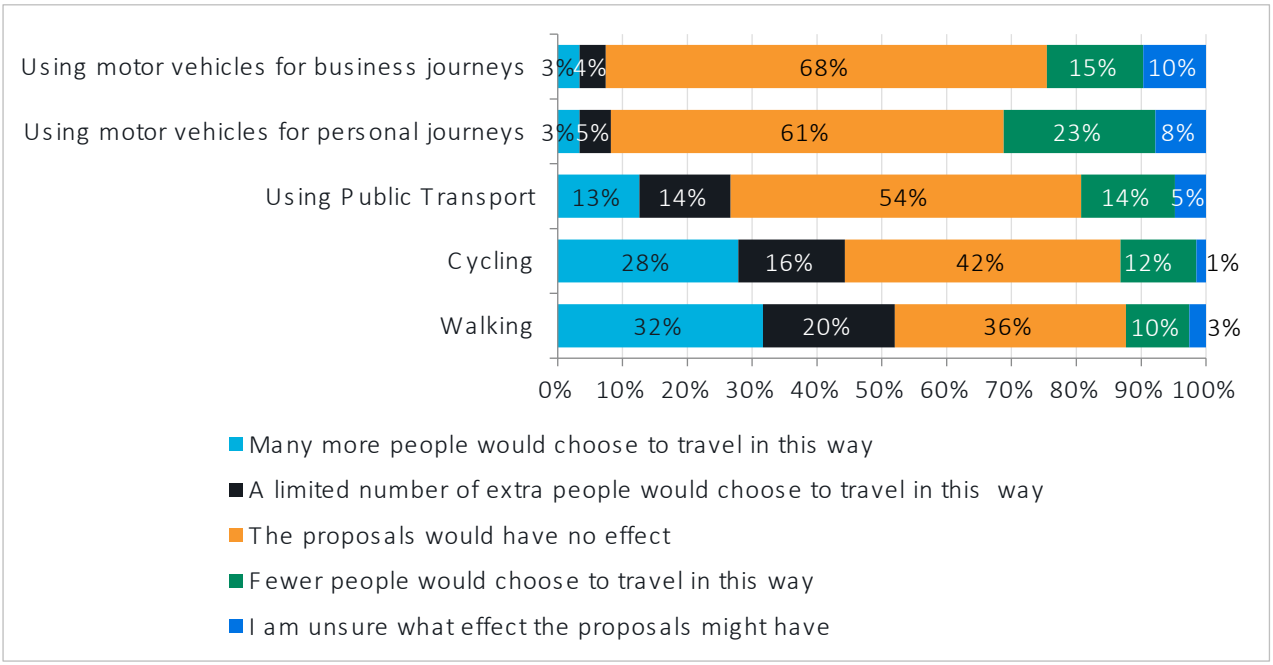


Figure 1: Thinking about our proposals as a whole, what effect do you think they will have on the way people choose to travel? (Q1)

[7] This includes a combination of respondents who selected 'many more people would choose to travel in this way' or 'some extra people would choose to travel in this way' in response to question one

[8] This includes a combination of respondents who selected 'many more people would choose to travel in this way' or 'some extra people would choose to travel in this way' in response to question one

	Many more people would choose to travel in this way	A limited number of extra people would choose to travel in this way	The proposals would have no effect	Fewer people would choose to travel in this way	I am unsure what effect the proposal might have	Total
Using motor vehicles for business journeys	9	11	183	40	26	**269**
Using motor vehicles for personal journeys	9	13	163	63	21	**269**
Using public transport	34	38	146	39	13	**270**
Cycling	76	45	116	32	4	**273**
Walking	87	56	98	27	7	**275**

Table 8: Response numbers to the question 'Thinking about our proposals as a whole, what effect do you think they will have on the way people choose to travel?'

4.2 Summary of responses to Question 2: open question

Respondents were asked what changes they would make to the scheme. The question was:

'If you think that we should make changes to the scheme please explain in the space below what changes we should make. It would also be helpful if you could explain why you feel it important that we change the scheme. Please also use this space if you believe there is a specific issue or impact that the scheme has or might cause in future, and which you would like us to address.'

The top ten most frequently raised comments in response to this question are listed in the table below. The full code frame for this question is included in Appendix B. All comments were arranged by theme. Our responses to issues frequently raised are included in Appendix A.

Comment	Number of times raised
Concern about increase in traffic congestion	58
Concern about removing left turn side lanes	40
General opposition to scheme (no details)	33
Concern that the proposed layout puts cyclist at risk (i.e. not fully segregated, no feeder lanes to advanced stop lines)	33
Suggestion for a different road layout for cyclist to improve safety (i.e. fully segregated cycle lanes, Cyclops style)	30
Concern about increase in pollution	23
Concern about price of scheme/ scheme is a 'waste of money'	20
Support pedestrian crossing improvements (i.e. improves pedestrian safety)	20
Concern about longer journey times	18

Concern about antisocial behaviour of cyclists (i.e. ignoring traffic signals, riding on pavement)	17

Table 9: 10 most frequently raised issues in responding to the consultation.

4.3 Stakeholder responses

All stakeholder replies have been read and the comments made have been used to inform our decision-making.

A copy of the code frames used for the analysis can be found in Appendix B and responses to issues raised in in Appendix A.

A summary of Stakeholder issues can be found in Appendix D

Stakeholder categories

Local authorities & statutory bodies

- Councillor Paul Dimoldenberg, Cabinet Member for City Management and Air Quality (Westminster City Council)

Transport and road user groups

- London Cycling Campaign
- Future Transport London
- Future City Logistics Ltd

Business groups

- Marble Arch BID
- Portman Estate

Local interest group

- PRACT (Paddington Residents' Active Concern on Transport)
- Westminster Cycling Campaign

4.4 Summary of responses to Question 8 on the quality of the consultation

Respondents were asked what they thought about the quality of consultation. The graph below shows the breakdown of responses to this question.

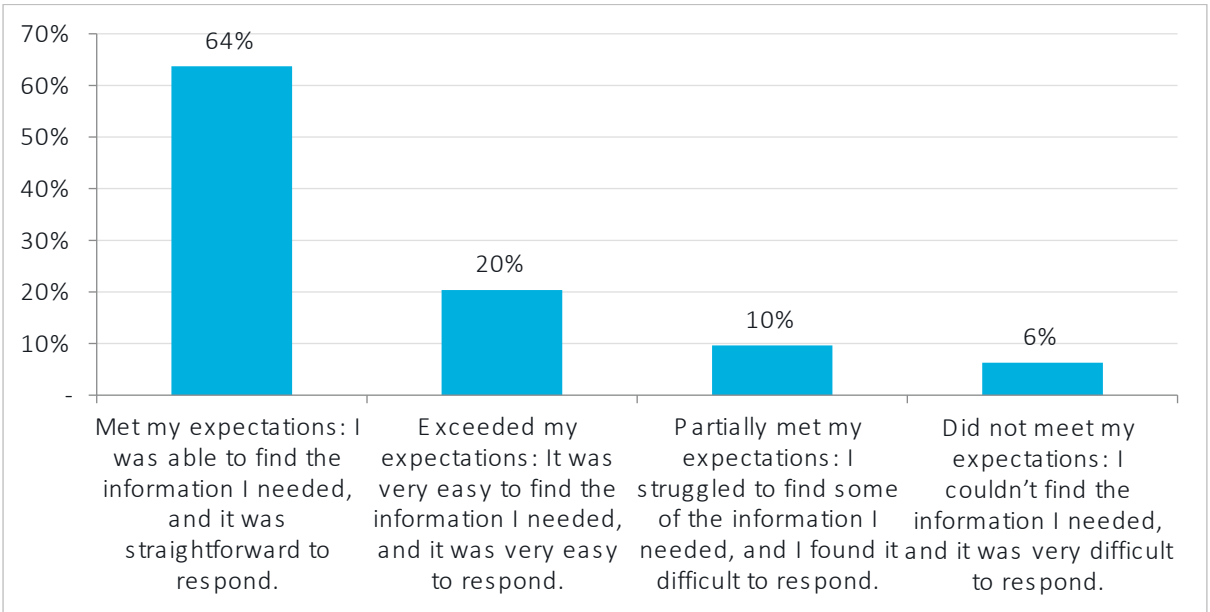


Figure 1: Having just completed this consultation, which of the following statements best reflects your experience of accessing the consultation information and sharing your feedback with us? (Q8)

Met my expectations: I was able to find the information I needed, and it was straightforward to respond.	Exceeded my expectations: It was very easy to find the information I needed, and it was very easy to respond.	Partially met my expectations: I struggled to find some of the information I needed, and I found it difficult to respond.	Did not meet my expectations: I couldn't find the information I needed, and it was very difficult to respond.	Total
172	55	26	17	270
64%	20%	10%	6%	100%

Table 10: Numbers responding to question on the quality of the consultation

Appendix A: Our response to the main issues raised

Below are our responses to the most common issues raised by respondents to the consultation.

Concern

Issue	Response
Concern about increase in traffic congestion	Traffic modelling is carried out for permanent highway schemes to assess the impact of the design on all modes, including impacts on bus journey times. The traffic modelling for the changes at the junction shows that all approaches will have sufficient green time to clear the queuing traffic, with only a small impact on journey times.
Concern that the proposed layout puts cyclist at risk (i.e. not fully segregated, no feeder lanes to advanced stop lines)	Cyclist safety is a key priority, and we are committed to developing and implementing ambitious projects to provide a safe, high-quality cycling network. The proposed scheme introduces a safer layout for cyclists by reducing the risks associated with left turn and side swipe collisions, common cycling-related incidents. Additionally, the inclusion of early starts allows cyclists to advance ahead of traffic, and the two-stage right turn measures further enhance safety. Safety audits have been conducted to assess and validate the safety of the proposed design changes. Due to space limitations, cycle feeder lanes cannot be provided consistently throughout the junction, and they pose challenges to the pedestrian safety benefits. The Edgware Road is an important bus corridor with nine routes and 50 buses per hour providing strategic connections across London with over 33,000 daily passengers we are balancing the different needs of pedestrians, cyclists and other road users. We do recognise the demand for north south cycling connections and while there are no immediate plans for segregated cycling on Edgware Road, we are focusing on other new Cycleway routes in the area, including Cycleway 51 and Cycleway 43 for improved north-south and east-west connections.
Concern about increase in pollution	An Environmental Impact Evaluation has been completed for the scheme, which concluded that the proposed changes will not result in additional pollution on the Edgware Road. Promoting cycling and walking and making it a more desirable travel

	choice contributes to longer term pollution reduction.
Concern about antisocial behaviour of cyclists (i.e. ignoring traffic signals, riding on pavement)	We promote the Highway Code to all road users, highlighting the importance of responsible cycling and mutual respect between cyclists and other road users. This involves addressing offences like jumping red lights, cycling on pavements and cycling without being visible at night. Enforcement activities in collaboration with the Police focus primarily on those who pose a danger. Damaging offences by drivers are the main cause of traffic collisions on London's roads, and encompass a broad range of violations, including speeding, careless driving, driving under the influence of drugs or alcohol, using a mobile phone and ignoring traffic signals.
Concern about increased traffic on residential streets	Traffic modelling is carried out for permanent highway schemes to assess the impact of the design on all modes, including impacts on bus journey times. The traffic modelling for the changes at the junction shows that all approaches will have sufficient green time to clear the queuing traffic, with only a small impact on journey times. As the modelling predicts that all traffic movements will operate within capacity, we do not anticipate any increase in traffic on residential roads.
Concern removal of parking bays will reduce accessibility to shops, particularly for older people	Equality Impact Assessments (EQIA) are carried out during design development, to consider inclusion issues and put people at the heart of the decisions and changes we make. Seven pay-by-phone Westminster Council parking spaces and 20-minute bays will be retained, whilst four pay-by-phone spaces are proposed for removal. Parking surveys have identified that prolonged unauthorised parking takes place in these spaces indicating that some of the spaces are not used for trips to the shops, and are used for longer term parking. Proposed changes to the accessible parking bay involve transitioning from the current 'no time limit' to a dual 20-minute loading / three-hour stay disabled parking bay. This adjustment aims to balance servicing and blue badge needs, allowing the space to be more frequently available for blue badge shoppers requiring access to the shops.
Concern that proposed road layout is not inclusive for cyclists	The primary objective of the scheme is to enhance safety. The proposed layout offers safety improvements for cyclists with features such as early

	starts and the introduction of two-stage right turns with a cycle light, that will turn green for the cyclists when it is safe to proceed. All of the reconfigured space formerly allocated to traffic, has been reallocated for cyclists and pedestrians, demonstrating our commitment to meeting cyclists needs within the overall scheme.
Concern for pedestrian safety	The focus of the scheme is to improve pedestrian safety by introducing an all-green pedestrian stage, prioritising pedestrians and minimising confusion whilst crossing the road. The reduction in traffic lanes will reduce the crossing time. Additionally, the new pedestrian countdown signals will show the remaining crossing time, contributing to a safer crossing environment.
Concern for the maintenance of green spaces (i.e. flytipping, withered greenery)	Maintaining the green spaces will be crucial to the success of the scheme and TfL's aspirations to improve green infrastructure. We are discussing maintenance plans with key partners.
Concern about anti-social driving /speeding	Prioritising pedestrians and cyclists in the design, and reducing the number of traffic lanes, will help encourage drivers to follow the rules of the road.
Concern about waiting time at the crossing is long and time allowed to cross is short	The pedestrian crossing time is 22 seconds, which is calculated based on the width of the crossing and conforms to national standards for signal timings. The crossing across Old Marylebone Road will also be active at the same time as straight-ahead traffic on Edgware Road, so pedestrians will have much longer to cross this arm.
Concern for the lack of feeder lanes on all 3 arms of the junction	Due to limited space, cycle feeder lanes cannot be provided consistently throughout the junction without compromises to the pedestrian safety benefits and bus journey times. Given the junction's importance as a busy bus corridor, we are balancing the differing needs of pedestrians, cyclists, and other road users.
Concern about the three lane approach from Old Marylebone Road - designate one as a turning lane	The nearside lane has been designated as a left turn lane at the traffic lights, accommodating those making left turns. The two remaining lanes are dedicated to straight-ahead traffic.
Concern there aren't many cyclist using the intersection	In 2021 cycle counts show over 300 cyclists per hour using the junction. Latest data indicates a 20% increase in cycling in 2023, compared to the pre-pandemic baseline in 2019.

	Anticipating a continued rise in cycle demand, the measures proposed will increase cyclist safety without having a significant impact on other road users.
Concern parking is prioritised over vulnerable road users safety including pedestrians and cyclists e.g. cycle lane in door zone	The scheme aims to improve safety for all road users, and reduce risks to pedestrians and cyclists. The cycle lane is designed with a buffer width to ensure that it is not within the door zone. Pedestrian space is also improved in the area where there is parking. The reallocation of space for the scheme is primarily from vehicular traffic, including the removal of parking spaces.
Concern for the homeless occupying the rain gardens for shelter	We are aware of rough sleeping near the shops, underneath the overhang section. The rain gardens proposed alongside the road lack adequate shelter from the elements to be seen as a more appealing place to sleep. We are working closely with Westminster Council and other outreach services to explore effective ways of supporting those experiencing homelessness and rough sleeping on our road network.
Concern that the scheme improvements will not encourage cycling/ little benefit seen for cyclists	The aim of the scheme is to prioritise safety at the junction. The designs are specifically designed to reduce risks to cyclists at the junction, such as left turn, side swipes and left hook collisions, and the scheme incorporates a protected two-stage right turn with early starts to improve cycle safety. While recognising there is a demand for north south cycling connections, we are focusing resources on improving cycling routes on the surrounding network to encourage more cycle journeys.
Concern about 2-stage cycle turns	Two-stage right turns are included in the London Cycling Design Standards (LCDS) which offers design guidance for safer and more comfortable cycling provisions at junctions and crossings. The layout has been successfully used in London over recent years.
Concern motor traffic movement is prioritised over vulnerable road users safety including pedestrians and cyclists	The aim of this scheme is to improve safety for pedestrians crossing the road, introducing an all-green pedestrian stage which prioritises pedestrians and improves safety. Time has also been taken away from the traffic to allow cycle improvements, including the two stage right turn and early starts.

	In addition, all reallocated space transferred from motor vehicles has been given to pedestrians and cyclists.
Concern about prioritising allocation of road space for motor vehicles	This scheme does not prioritise road space for motor vehicles, instead all reallocated space proposed in the scheme will be transferred from motor vehicles and given to pedestrians and cyclists.
Concern about existing tree removal	An arboriculturist assessed the condition of the existing trees and was concerned by their condition. The existing trees are not in good health, which is linked to how close they are to overhanging buildings and the insufficient root space. Their removal gives us the opportunity to replant the same number of trees within the proposed rain gardens, which will support healthy tree growth.
Concern all pedestrians crossings turn green at the same time making it hard to cross multiple sections	Introducing an all-green pedestrian stage at the traffic signals prioritises pedestrian safety, minimises confusion, and promotes walking. The removal of splitter islands mean that crossings will be simpler, safer and require less phases.
Concern planters attract anti-social behaviour	Providing a more pleasant and green environment is seen as an important part of improving the overall ambience of the street environment.
Concern proposed planter units cannot be effectively maintained	We are looking at lessons learnt from elsewhere in London and are exploring options and will establish a maintenance strategy with a level of service that is above the usual minimum standard for our road network.
Concern that scheme could negatively impact high street/local businesses	We want to create green streets that promote foot traffic and trade. Well-designed rain gardens should add to the appeal of the high street and the local business area at this location. We would hope that introducing greenery and landscaping will make the environment more attractive and encourage more visitors and customers to this part of the Edgware Road.

General

Issue	**Response**

General opposition to scheme (no details)	See other answers.
Concern about price of scheme/ scheme is a 'waste of money'	These proposals aim to eliminate fatalities and severe injuries at this junction, in line with our Vision Zero and the Mayor's Transport Strategy policies to make London a safer, healthier and greener place. Regrettably, this junction has witnessed collisions resulting in serious injuries and fatalities including those involving pedestrians. An analysis of these collisions has shown that investing in these proposals can help reduce risks at the junction and save lives.
General support of scheme (no details)	
Concern that the scheme is unnecessary	These proposals aim to eliminate fatalities and severe injuries at this junction, in line with our Vision Zero and the Mayor's Transport Strategy policies to make London a safer, healthier and greener place. Regrettably, the junction has witnessed collisions resulting in serious injuries and a fatality to a vulnerable road users. An analysis of these collisions has shown that investing in these proposals can help reduce risks at the junction and save lives.
Concern about lack of consultation/undemocratic method of consultation	When developing consultations, we follow best practice guidelines to ensure our activities are legally compliant, open, and honest. We hold public consultations while our proposals are at a formative stage, and in advance of a final decision being made as to how we proceed. Through consultation we seek to listen to respondents and to understand the reasons why they may view proposals positively or negatively.
Concern about quality/lack of information provided	When developing consultations, we follow best practice guidelines to ensure our activities are legally compliant, open, and honest. We want our consultations to be fully accessible to anyone that wants to take part. We publicised the consultation in a variety of digital and non-digital ways; this is outlined in the Consultation Report. The information provided should allow people to give informed feedback on the proposals we are consulting on.

Oppose

Issue	Response
Oppose widening pavements	Widening footways improves pedestrian safety and comfort, supporting our Mayor's Transport Strategy and Healthy Streets goals. The widening also improves pedestrian crossings, reducing pedestrian crossing times.
Oppose narrowing of roads (removal of feeder lanes)	Narrowing the road and reallocating the space to pedestrians, cyclists and green space is in line with the our Mayor's Transport Strategy and Healthy Streets objectives. The scheme has been designed in a way that balances the management of pedestrian, cycling and vehicular traffic without causing a significant impact on vehicular traffic.

Removal Request

Issue	Response
Concern about removing left turn side lanes	The proposed scheme does not remove the ability for left turn to be made. Traffic modelling shows that a combined lane with straight ahead and left turning traffic will receive sufficient green time to clear the average queue efficiently. This layout significantly improves safety for pedestrians and cyclists.
Request to remove scheme/ retain existing junction layout	This initiative aims to eliminate fatalities and severe injuries on our roads, aligning with our Vision Zero and the Mayor's Transport Strategy to make London a safer, healthier and greener place. Regrettably, the junction has witnessed collisions resulting in serious injuries and fatalities including those involving pedestrians. An analysis of these collisions has shown that investing in these proposals can help reduce risks at the junction and save lives.
Request to remove car parking spaces	The proposal removes four parking spaces. It retains the Accessible Parking, loading and Taxi and e-charging which limits the space for further pedestrian and cycling infrastructure improvements.

Suggestions

Issue	Response

Suggestion for a different road layout for cyclist to improve safety (i.e. fully segregated cycle lanes, Cyclops style)	The scheme aims to improve safety at the junction. The proposed layout is specifically designed to reduce existing risks to cyclists at the junction, such as left turn, side swipes and left hook collisions. The scheme incorporates a protected two-stage right turn and early starts to improve cycle safety. Given the junction's importance as a busy bus corridor, we are balancing the diverse needs of pedestrians, cyclists and other road users. While recognising there is demand for north-south cycling connections, we are currently prioritising resources on improving cycling routes across the surrounding network to encourage more cycle journeys.
Suggestion to extend cycle lanes/make cycle lanes continuous	Cycling is a top priority, and we are committed to developing and implementing cycling safety projects to provide a quality network of routes. We recognise the demand for north south cycling connections and are focusing resources on delivering two new Cycleway routes: Cycleway 51 and Cycleway 43. C51, if approved, will deliver a route between Marylebone and St John's Wood. C43, will link to C51 at Bryanston Square/George Street and also connect to C27 at Norfolk Crescent. C43, if approved, will include a crossing over Edgware Road at George Street/Kendal Street. Further north along Edgware Road, Cycleway 27 was delivered in 2022 and this offers a cycleway crossing at Burwood Place/Harrowby Street. In the west, C27 connects to Bayswater/Queensway, Cycleway 3 at Craven Road and Cycleway 44 at Moscow Road. This also links to Portobello Road in the Royal Borough of Kensington & Chelsea, and further west to the London Borough of Hammersmith and Fulham, and Wormwood Scrubs. To the east, C27 links to Marylebone High Street, Fitzrovia and Bloomsbury in Camden.
Suggestion to rephase traffic lights (i.e. full cycling phase)	Modelling shows a cycle only stage at the junction would lead to significant delays to all road users, including cyclists, as it would push the junction over capacity. Our approach balances the needs of all road users including buses within the limited space available.
Suggestions for additional changes to pedestrian crossings such as diagonal	A diagonal crossing would take longer to cross than any on the four arms of the junction, and would therefore require longer safety clearance time.

crossing, moving it and changed phasing.	This would reduce the total green time available to traffic. This reduction would have to be balanced against other measures such as the reduction in the number of northbound lanes or early starts for cyclists. While the corners on the southern half of the junction could be adapted to a diagonal crossing the space at the two northern corners is very limited due to buildings. They cannot be adapted to provide suitable width for a diagonal crossing without significantly expanding the pavement at those corners. This would reduce the capacity of the junction significantly, impacting all road users.
Suggestion that road space is provided for vehicles to pull up to allow emergency vehicles to pass	Where road space is proposed to be reduced the remaining allocation ensures there is sufficient space for emergency vehicles, particularly on the northbound section. The absence of a splitter island contributes to enhanced accessibility for emergency vehicles making left turns. This design consideration is crucial to enable access the hospital facilities. We have consulted with emergency services to ensure their input is considered as part of the consultation of this scheme.
Suggestion for traffic enforcement cameras	A 20mph speed limit is enforced on the Edgware Road in this section. There is a speed camera further north where the speed limit starts. We are currently reviewing the success of our 20mph speed limits and prioritising locations for inclusion in a future complementary measures programme to continue to encourage lower speeds.
Suggestion for continuous maintenance of green spaces proposed	Maintaining the green spaces will be crucial to the success of the scheme and TfL's aspirations to improve green infrastructure.
Suggestion for an alternative junction layout (i.e. roundabout)	While roundabouts can be an effective way of controlling traffic, they are not be suitable in areas with high numbers of pedestrians like this location. Alternative intersection designs that prioritise pedestrian safety, such as signalised crossings are best suited here.
Suggestion for 20mph speed limit	A 20mph speed limit is enforced on the Edgware Road in this section. There is a speed camera located further north at the start of the speed limit to support enforcement action.

Suggestion to remove more motor vehicle space (i.e. reduce private traffic to one lane)	Removing more motor vehicle space by reducing traffic lanes to one lane, would result in unacceptable delays for buses – which help reduce private motor vehicle traffic on London, benefitting people walking and cycling. We have seen recent reductions in traffic flow but as the Inner Ring Road, this remains one of the most strategic movement corridors in London. Buses are the backbone of London's public transport system with 6m journeys made each day, and are particularly important for individuals with limited mobility who may find walking or cycling challenging.
Suggestion for more greening	The proposals significantly increase the green space in the area. The design reallocates 487m^2 of road space that was previously allocated to motor vehicles.
Suggestion for traffic calming measures at intersections (i.e. raised table to reduce vehicle speeding, speed cameras)	The suggestion for traffic calming measures at intersections, such as raised tables was considered during the 2020 corridor scheme. However, technical issues, including concerns related to drainage, the comfort of bus passengers and ambulance operations, as well as safety for individuals with sensory impairments, were identified and measures dropped from the scheme. A 20mph speed limit is enforced on the Edgware Road in this section. There is a speed camera located further north at the start of the speed limit to support enforcement action.
Suggestion to implement bus stop bypasses	A bus stop bypass would be most effective as part of a fully segregated cycle route rather than a standalone initiative. Currently, our business plan does not include plans for segregated cycling on the Edgware Road. Whilst acknowledging the demand for north-south cycling connections our focus is on allocating resources to enhance other cycling routes on the surrounding network.
Suggestion for bus lanes in one or both direction along Edgware Road	The proposal for bus lanes on Edgware Road in either one or both directions was evaluated as part of the Edgware Road corridor scheme.[9].

[9] 'Edgware Road: Proposals for new pedestrian crossing improved junctions and introducing a 20mph speed limit' Consultation. Please email Haveyoursay@tfl.gov.uk if you would like to see a copy of the Consultation Report.

	Due to road width, a high percentage of large vehicles, frequent junctions, and loading facilities, implementing bus lanes would lead to significant delays. The lanes would need to end before junctions with left turn movements, causing potential congestion, and junctions with right turn movements would face lane blockages. The presence of large vehicles in offside lanes could hinder passing at pinch points, leading to congestion will likely block entry points of the bus lanes.
Suggestion for two lane approach from Old Marylebone Road, one ahead and one left turn lane	This was evaluated during the option selection process. The assessment indicated that implementing this layout would lead to severe congestion on the surrounding network.
Suggestion that parking spaces are replaced with dedicated cycle lanes	The replacement of parking bays with a dedicated cycle lane along this kerb line would need to consider maintaining the assessable parking, loading bays and taxi e-charging facilities. Preserving these important facilities limits the space for further pedestrian and cycling infrastructure.
Suggestion that cyclists are routed to quieter streets	There are several cycling initiatives in the City of Westminster. These initiatives are currently in the planning and consultation stages with the aim of establishing a comprehensive network of cycle routes. However cyclists do use this junction, so it is important to improve cycle safety here too. The proposed routes are planned to seamlessly integrate with the existing cycling network, and will feature clear and legible wayfinding to encourage cyclists to use the quieter protected cycling routes TfL officers are working to deliver two new Cycleway routes: Cycleway 51 and Cycleway 43. C51, if approved, will deliver a Cycleway route between Marylebone and St John's Wood. C43, will link to C51 at Bryanston Square/George Street and also connect to C27 at Norfolk Crescent. C43, if approved, will include a crossing of Edgware Road at George Street/Kendal Street. Further north along Edgware Road, Cycleway 27 was delivered in 2022 and this offers a cycleway crossing of at Burwood Place/Harrowby Street. In the west, C27 connects to Bayswater/Queensway, Cycleway 3 at Craven Road and Cycleway 44 at Moscow Road. This also links to

	Portobello Road in RBKC, and further west to LBHF and Wormwood Scrubs. To the east, C27 links to Marylebone High Street, Fitzrovia and Bloomsbury in Camden.
Suggest right turn from Edgware Road to Old Marylebone Road	The pedestrian crossing on Old Marylebone Road is synchronised with the traffic flow on Edgware Road. The Old Marylebone Road crossing is the busiest pedestrian crossing at the junction and allowing the right turn from Edgware Road would limit how long the pedestrian crossing stage could last. This requested change would compromise the pedestrian benefits of the scheme in favour of motor vehicles which is in contradiction of the Mayor's Transport Strategy, which prioritises pedestrian safety and accessibility.
Suggestion to better enforce anti-social behaviour of cyclists and scooters on the roads	We promote the Highway Code to all road users, highlighting the importance of responsible cycling and mutual respect between cyclists and other road users. This involves addressing offences like jumping red lights, cycling on pavements and cycling without being visible at night. Enforcement activities in collaboration with the Police focus primarily on those who pose a danger. Damaging offences by drivers are the main cause of traffic collisions on London's roads, and encompass a broad range of violations, including speeding, careless driving, driving under the influence of drugs or alcohol, using a mobile phone and ignoring traffic signals.
Suggestion to improve the area for local businesses	This scheme forms part of a considerable joint working initiative between Westminster, landowners and the Marble Arch BID to improve the area for local businesses.
Suggestion to have anti-homeless infrastructure (e.g. Spikes in flower beds, no benches)	We are aware of rough sleeping near the shops, underneath the overhang section. The rain gardens proposed alongside the road lack the adequate shelter from the elements to be seen as a more appealing place to sleep. We are working closely with Westminster Council and Outreach services to explore effective ways of supporting those experiencing homelessness and rough sleeping in on our road network.

Appendix B: Consultation code frame

The analysis of the consultation responses was carried by Steer. A code framework of the same or similar themed comments was developed by the Analyst for responses to the two open questions. This was finalised following validation by the consultation lead, allowing the responses to be reviewed and grouped into themes. Themes are listed in the tables below, along with the number of comments we received for each theme.

Issue	Count
Concern about increase in traffic congestion	58
Concern about removing left turn side lanes	40

General opposition to scheme (no details)	33
Concern that the proposed layout puts cyclist at risk (i.e. not fully segregated, no feeder lanes to advanced stop lines)	33
Suggestion for a different road layout for cyclist to improve safety (i.e. fully segregated cycle lanes, Cyclops style)	30
Concern about increase in pollution	23
Concern about price of scheme/ scheme is a 'waste of money'	20
Support pedestrian crossing improvements (i.e. improves pedestrian safety)	20
Concern about longer journey times	18
Concern about antisocial behaviour of cyclists (i.e. ignoring traffic signals, riding on pavement)	17
General support of scheme (no details)	16
Concern that the scheme is unnecessary	12
Oppose widening pavements	11
Support public realm improvements	10
Suggestion to extend cycle lanes/make cycle lanes continuous	10
Concern about increased traffic on residential streets	8
Concern removal of parking bays will reduce accessibility to shops, particularly for older people	8
Suggestion to rephase traffic lights (i.e. full cycling phase)	8
Support layout for cyclists (i.e. improves cycle safety)	7
Request to remove scheme/ retain existing junction layout	7
Concern that proposed road layout is not inclusive for cyclists	6
Suggestion for additional changes to pedestrian crossings	6
Support overall junction layout	5
Concern for pedestrian safety	5
Concern for the maintenance of green spaces (i.e. flytipping, withered greenery)	5
Concern about impact of scheme on bus journey times	5
Suggestion that road space is provided for vehicles to pull up to allow emergency vehicles to pass	5

Suggestion for traffic enforcement cameras	5
Concern about anti social driving /speeding	4
Concern about waiting time at the crossing is long and time allowed to cross is short	4
Oppose narrowing of roads (removal of feeder lanes)	4
Concern about lack of consultation/undemocratic method of consultation	3
Concern for the lack of feeder lanes on all 3 arms of the junction	3
Concern about the three lane approach from Old Marylebone Road - designate one as a turning lane	3
Concern there aren't many cyclist using the intersection	3
Concern parking is prioritised over vulnerable road users safety including pedestrians and cyclists e.g. cycle lane in door zone	3
Concern for the homeless occupying the rain gardens for shelter	3
Concern that the scheme improvements will not encourage cycling/ little benefit seen for cyclists	3
Suggestion for continuous maintenance of green spaces proposed	3
Suggestion for an alternative junction layout (i.e. roundabout)	3
Suggestion for 20mph speed limit	3
Duplicate response	2
Comment unclear	2
Comment requests information	2
Support pedestrian footway improvements	2
Concern about 2-stage cycle turns	2
Concern motor traffic movement is prioritised over vulnerable road users safety including pedestrians and cyclists	2
Concern about prioritising allocation of road space for motor vehicles	2
Concern about aggressive drivers	2
Concern about existing tree removal	2
Concern all pedestrians crossings turns green at the same time making it hard to cross multiple sections	2

Suggestion to remove more motor vehicle space (i.e. reduce private traffic to one lane)	2
Suggestion for more greening	2
Suggestion for traffic calming measures at intersections (i.e. raised table to reduce vehicle speeding, speed cameras)	2
Comment out of scope	1
Comment relates to another question	1
Concern about quality/lack of information provided	1
Concern planters attract anti-social behaviour	1
Concern proposed planter units cannot be effectively maintained	1
Concern that scheme could negatively impact high street/local businesses	1
Suggestion to implement bus stop bypasses	1
Suggestion for bus lanes in one or both direction along Edgware Road	1
Suggestion for two lane approach from Old Marylebone Road, one ahead and one left turn lane	1
Suggestion that parking spaces are replaced with dedicated cycle lanes	1
Suggestion that cyclists are routed to quieter streets	1
Suggest right turn from Edgware Road to Old Marylebone Road	1
Suggestion for bus fleet improvements (i.e. new routemasters with the latest zero emission standards and 3 doors and 2 stairs for accessibility	1
Suggestion to better enforce anti-social behaviour of cyclists and scooters on the roads	1
Suggestion to improve the area for local businesses	1
Suggestion to have anti-homeless infrastructure (e.g. Spikes in flower beds, no benches)	1
Request to remove car parking spaces	1

Appendix C: Consultation materials

Letter

Transport for London

6 November 2023

This letter explains how you can respond to a consultation on the proposed safety improvements for pedestrians and cyclists at the junction of Sussex Gardens and Edgware Road. The consultation information is available in **easy-read** format on our website haveyoursay.tfl.gov.uk/sussex-gardens

Our website **haveyoursay.tfl.gov.uk/sussex-gardens** can also translate our consultation into many different languages.

Transport for London
Local Communities and Partnerships

Palestra House,
197 Blackfriars Rd,
London SE1 8NJ

0343 222 1234*
tfl.gov.uk/contact

Proposed safety improvements at the junction of Sussex Gardens and Edgware Road

We have launched a consultation on proposals to improve safety for people walking and cycling around the junction of Sussex Gardens and Edgware Road.

We are proposing changes to make the junction at Sussex Gardens and Edgware Road safer, easier to cross and a more comfortable place for vulnerable road users, including pedestrians and cyclists, to travel through.

This letter explains how you can find out more about these changes and respond to the consultation.

How do I respond to the consultation?

You can read more about the changes and respond to the consultation on our website at: **haveyoursay.tfl.gov.uk/sussex-gardens**

You need to register your email address before you can submit a response through our website. We will keep your information secure and, if you agree, we will send you updates about the scheme. If you cannot submit a response online, or would prefer not to, you can do so:

- By emailing **haveyoursay@tfl.gov.uk**
- By writing by Freepost to **'TfL Have your Say'**

The consultation will be open for six weeks so you can respond at any time up to **18 December 2023**.

If you do not have an internet connection and would like to receive information about our consultation through the post, please call us on **020 3054 0898** and quote 'Sussex Gardens' when recording your message.

In person drop in events

We will be holding two drop-in events at Waitrose, 168-176 Edgware Road:

- 10am – 2pm, Saturday 25 November 2023
- 3pm – 7pm, Wednesday 6 December 2023

This will give you an opportunity to get further information about the proposals and provide your thoughts and feedback, to allow us to consider your views.

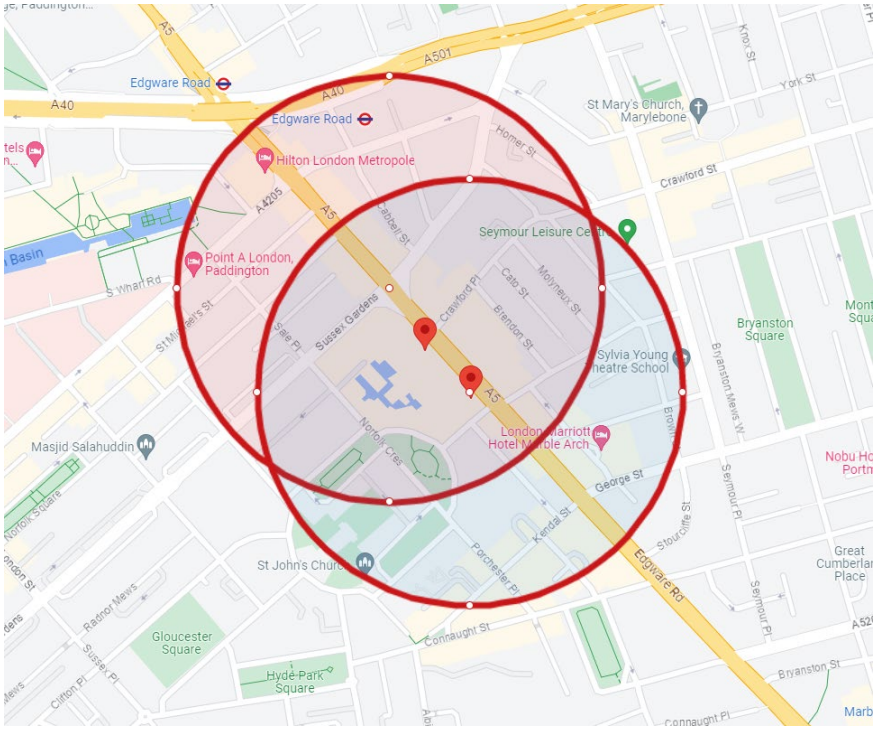
Questions about the consultation

If you have any questions about the consultation, please contact us at haveyoursay@tfl.gov.uk, or by calling us on **020 3054 0898** and quoting 'Sussex Gardens' when recording your message.

Yours sincerely

Simon Carroll
Consultation Specialist

Letter distribution area

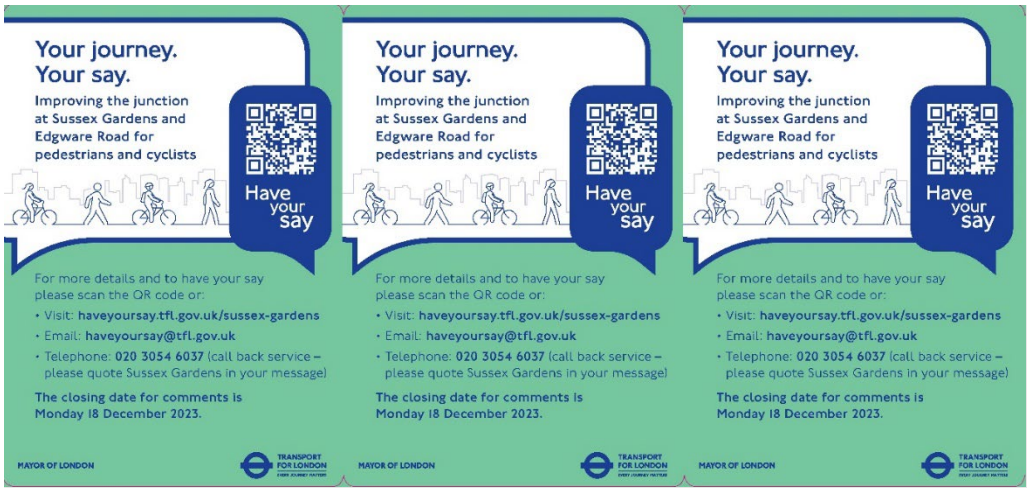


Poster

Locations included: Waitrose; Go Puff; Holland and Barrett; Halifax; Safeer Pharmacy; Pince Pharmacy. Pharma Centre, St Mary's Church and Montessori Nursery School.

Postcard

Toblerones



Locations: Both sides of the road on Edgware Road, Sussex Gardens, Old Marylebone Rd, Burwood Place, Harrowby Street, Down Kendal Street, Down George Street and Down Crawford Place.

Stakeholder launch email

Consultation: Improving the junction at Sussex Gardens and Edgware Road for pedestrians and cyclists

TH TfL Have Your Say
To TfL Have Your Say

Reply | Reply All | Forward | ...

Mon 06/11/2023 12:26

Retention Policy TfL Exchange Online Retention Policy (7 years) Expires 04/11/2030

TfL Restricted\TfL Restricted - No Markings

Good afternoon

We would like to hear your views about proposals to make the junction at Sussex Gardens and Edgware Road safer and more pleasant for pedestrians and cyclists.

You can find out about the proposals and have your say by visiting

https://haveyoursay.tfl.gov.uk/sussex-gardens

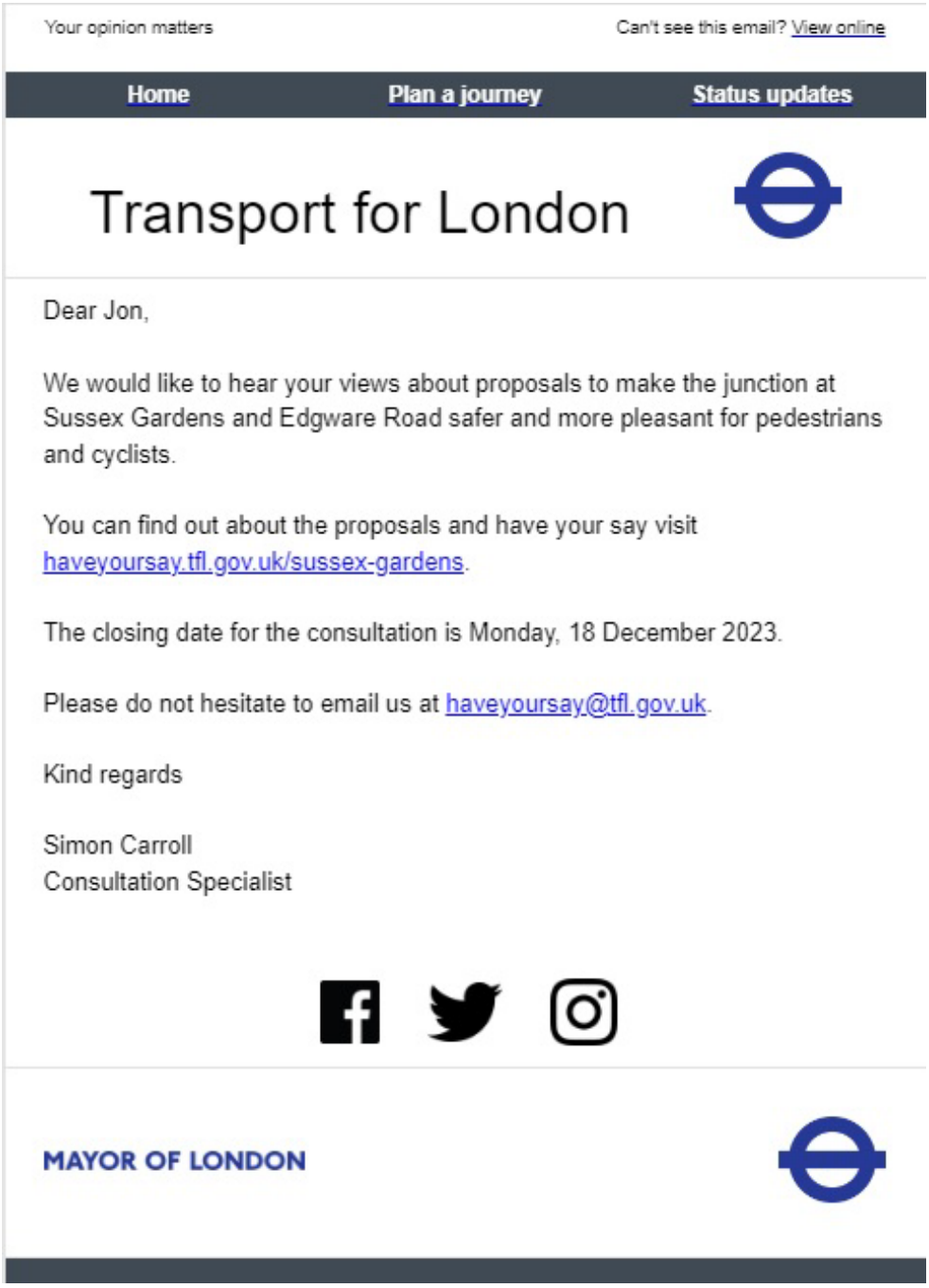
The closing date for the consultation is Monday, 18 December 2023.

Please do not hesitate to email us at haveyoursay@tfl.gov.uk.

Kind regards

Simon Carroll
Consultation Specialist

Public launch email



Your opinion matters

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Home | Plan a journey | Status updates

Transport for London

Dear Jon,

We would like to hear your views about proposals to make the junction at Sussex Gardens and Edgware Road safer and more pleasant for pedestrians and cyclists.

You can find out about the proposals and have your say visit haveyoursay.tfl.gov.uk/sussex-gardens.

The closing date for the consultation is Monday, 18 December 2023.

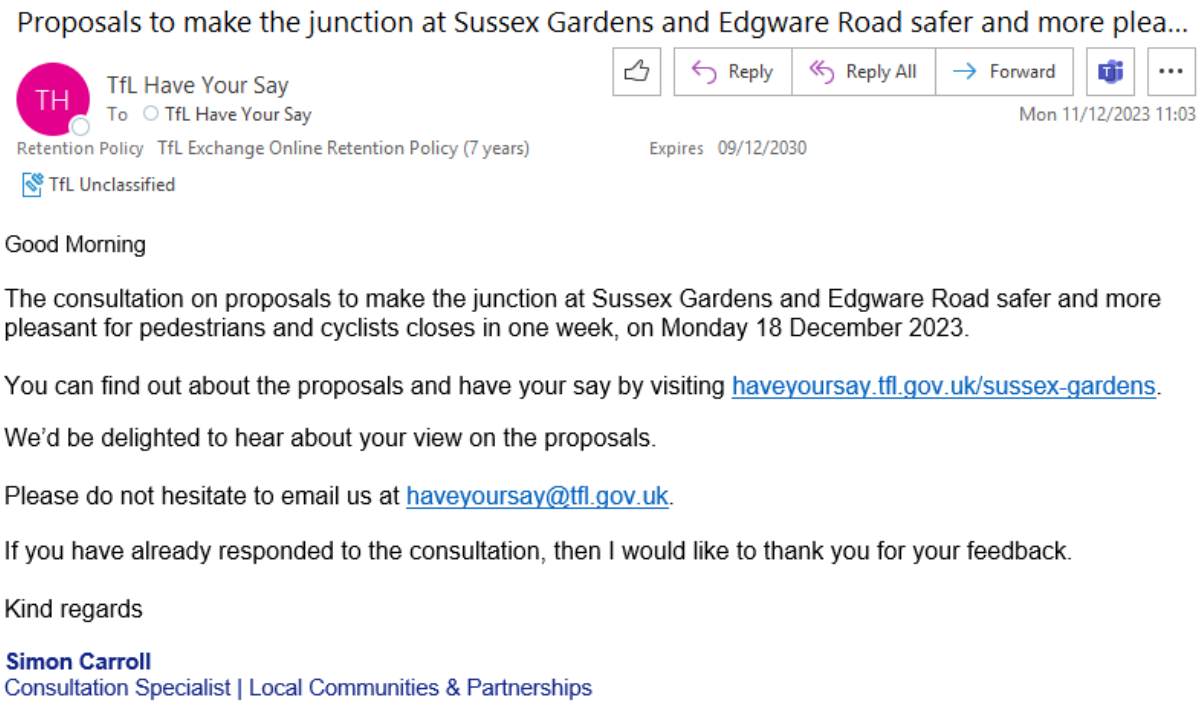
Please do not hesitate to email us at haveyoursay@tfl.gov.uk.

Kind regards

Simon Carroll
Consultation Specialist

MAYOR OF LONDON

Stakeholder reminder email



Proposals to make the junction at Sussex Gardens and Edgware Road safer and more plea...

TH

TfL Have Your Say
To TfL Have Your Say

Reply | Reply All | Forward

Mon 11/12/2023 11:03

Retention Policy TfL Exchange Online Retention Policy (7 years) Expires 09/12/2030

TfL Unclassified

Good Morning

The consultation on proposals to make the junction at Sussex Gardens and Edgware Road safer and more pleasant for pedestrians and cyclists closes in one week, on Monday 18 December 2023.

You can find out about the proposals and have your say by visiting haveyoursay.tfl.gov.uk/sussex-gardens.

We'd be delighted to hear about your view on the proposals.

Please do not hesitate to email us at haveyoursay@tfl.gov.uk.

If you have already responded to the consultation, then I would like to thank you for your feedback.

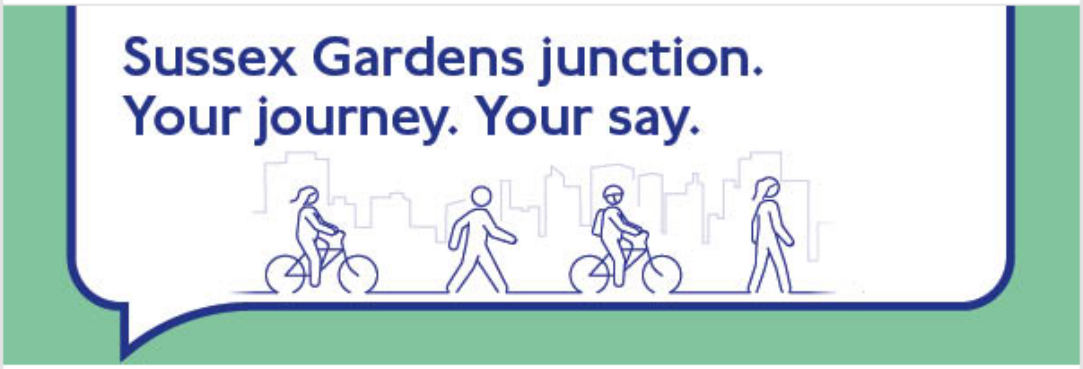
Kind regards

Simon Carroll
Consultation Specialist | Local Communities & Partnerships

Public reminder email

Home | Plan a journey | Status updates

Transport for London



Dear Jon,

The consultation on proposals to make the junction at Sussex Gardens and Edgware Road safer and more pleasant for pedestrians and cyclists closes in one week on Monday, 18 December 2023.

You can find out about the proposals and have your say by visiting haveyoursay.tfl.gov.uk/sussex-gardens.

Please do not hesitate to email us at haveyoursay@tfl.gov.uk.

If you have already responded to the consultation, thank you for your feedback.

Kind regards

Simon Carroll
Consultation Specialist

Local media email

Helen Cansick, TfL's Head of Healthy Streets Delivery, said: "Safer cycling and walking routes provide huge benefits to London, improving quality of life and enhancing local economies. Sadly, there have been 15 collisions at the junction of Sussex Gardens and Edgware Road in the three years up to 2020, so our proposals aim to create a much safer environment for people to walk and cycle in the area as well as improve travel for all.

"We need to ensure that this new infrastructure works for the community, that's why we value and encourage as much engagement on our proposals as possible before the consultation closes on Monday 18 December."

Extra Information

- TfL has been working with Westminster City Council to develop proposals for improved pedestrian crossing, safer positioning for cyclists on the road and planting trees and rain gardens to support improved urban drainage
- TfL ask for feedback on proposals to improve the junction of Sussex Gardens and Edgware Road
- To give your views about our proposals at these TfL junctions please visit: haveyoursay.tfl.gov.uk/sussex-gardens
- There is an Easy Read document and British Sign Language (BSL) video of the proposals
- To watch a video about the improvements to the junction, visit: https://www.youtube.com/watch?v=piz9acWBCyM

Santander email

Road change proposal near Sussex Gardens and Edgware Road junction

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Home | Plan a journey | Status updates

Santander Cycles

Dear Jon,

As a Santander Cycles member who has recently used a docking station near this area, we wanted to make you aware of the proposals to make the junction at Sussex Gardens and Edgware Road in the Paddington area safer and more pleasant for pedestrians and cyclists.

For more information about the proposals or to have your say, visit the consultation website.

The closing date for this consultation is Monday 18 December 2023.

For further information, email haveyoursay@tfl.gov.uk.

Yours sincerely,

David Eddington
Head of Cycle Hire

MAYOR OF LONDON

© Transport for London. These are our getting around London email updates. If you no longer wish to receive these emails, you can unsubscribe

Appendix D: Summary of Stakeholder responses

- **Cabinet Member for City Management and Air Quality (Westminster City Council)**
  The response expressed support for the scheme but concern that planters would attract anti-social behaviour and about the maintenance for the planters and rain gardens.
- **Future City Logistics Ltd**
  Concerned that the road markings and layout create danger for cyclists.
- **Future Transport London**
  Supported the scheme but concerned that the positions of the planters would pose barriers to people with reduced mobility and included a suggestion to reposition the planters.
- **London Cycling Campaign**
  Suggested extending the cycled route along Sussex Gardens and concerns that the proposed changes put cyclists at risk and the designs do not feature protected spaces for cycling or dedicated signal time.
- **Marble Arch BID**
  Support for the scheme
- **Portman Estate**
  No comments provided in the response to the open question.
- **PRACT (Paddington Residents' Active Concern on Transport)**
  The response expresses concerns about increased traffic congestion, the proposed layout placing cyclists at risk and that the waiting time at the crossing is long while the time allowed to cross is too short which impact certain groups. It suggested rephasing traffic lights, changes to cycling movements and making sure the schemes performance is carefully monitored.
- **Westminster Cycling Campaign**
  Support for proposals and the early start signals, right turns for cyclists and slip road removals. However, there was a concern the proposals do not go far enough as cyclists as not given additional protection along Edgware Road, and that the proposed junction layout and lane arrangement would lead to conflict. Suggestion to extend the existing cycle lane on Sussex Gardens into Edgware Road.

Appendix E:

List of stakeholders consulted with

Local authorities & statutory bodies

London Borough of Westminster
Greater London Authority
London Councils
Mr Stuart Love, Chief Executive Westminster Council

Government departments, parliamentary bodies & politicians

Department For Transport
MP Nickie Aiken
Mr Stuart Love
Cllr Rachael Robathan (Leader of the Council)
Cllr James Spencer
Cllr Arzymanow
Cllr Rowley
Cllr Scarborough
Cllr Chowdhury
Cllr Dimoldenberg
Cllr Southern

London Assembly Members

London wide
Caroline Russell
Elly Baker
Hina Bokhari
Caroline Pidgeon
Zac Polanski
Siân Berry
Emma Best
Andrew Boff
Susan Hall
Sakina Sheikh
Shaun Bailey

Westminster, Hammersmith and Fulham, Kensington and Chelsea Tony Devenish

Emergency services

London Ambulance Service NHS Trust
London Ambulance Service London Ambulance Service (stakeholder team)
London Ambulance Service NHS Property Services
London Ambulance Service
Royal College of Nursing
London Fire Brigade (LFEPA)
London Fire Brigade
London Fire and Emergency Planning Authority
City of London Police
Metropolitan Police Service

Metropolitan Police
Royal Mail

Accessibility Groups

Independent Disability Advisory Group
Transport for All
RNIB
The Association of Guide Dogs for the Blind
FREENOW
London Hire Ltd
AccessAble
Transport for All
Inclusion London
Access in London
Disabled Go
Disabled Motoring
Inclusion London
Joint Mobility Unit
Wheels for Wellbeing
Advocacy for All
GLA Strategy Access Panel members
Portaramp UK Limited
OnCue Transport
TfL's Valuing People
Access in London
Centre for accessible environments
London European Partnership for Transport
Age UK London
Age UK
Greater London Forum for Older People
Greater London Forum for the Elderly
London Older People's Strategy Group
Business Disability Forum
Carers First
Carers Information Service
Look Ahead
Disability Rights UK
Disability Alliance
Disability Rights UK
Team Margot
Asian People's Disability Alliance
Disability Horizons
Scope
Queen Elizabeth's Foundation for Disabled People
One Place East
Disability Rights UK
Action on Disability and Work UK
Transport Associates Network (Ann Frye)
DABD (UK)
Dogs for Good
Disabled Persons Transport Advisory Committee
European Dysmelia Reference Information Centre
Leonard Cheshire
National Autistic Society
Research Institute for Disabled Consumers
Scope

Stroke Association
Trailblazers, Muscular Dystrophy UK
Office for Disability Issues (DWP)
Disability Alliance
Disability Rights UK
Action on Disability and Work UK
Deaf Blind UK
National Autistic Society
DeafBlind UK
The Royal Association of Deaf People (RAD)
Attitude is Everything
Action on Hearing Loss
The British Dyslexia Association
Chartered Institute of Logistics and Transport (CILT)
Guide Dogs
Guide Dogs for the Blind Association
BlindAid
British Blind Sport
London Vision
Eyes For Success
London Vision
National Federation of the Blind of the UK
PrioritEyes Ltd
Royal London Society for Blind People
No Panic
NCT
End Violence Against Women
South East London Vision
Thomas Pocklington Trust
Suzy Lamplugh

Transport and road user groups

London TravelWatch
Campaign for Better Transport
London Living Streets
Living Streets
Walk London
Sustrans
Women in Transport
Unite the Union
Driver & Vehicle Licensing Agency (DVLA)
DriverNet
Confederation of Passenger transport
London Omnibus Traction Society
The Big Bus Company Ltd,
National Express
Golden Tours (Transport) Ltd,
Stagecoach
National Express
Arriva London North Ltd
London General
Abellio
Arriva London
Metroline Travel Limited/ Metroline West Limited
Epsom Coaches / Quality Line
Arriva London

Abellio London Limited/ Abellio West London Limited
HCT plus
Cemex
Technicolour Tyre Company
London Cycling Campaign
Cyclists Tourist Club (CTC)
Sustrans
London Cycling Campaign
South Herts Plus Cycle Training
London Cycling Campaign
Campbell's
CTC
All Party Parliamentary Cycling Group
Cyclists in the City
bikeXcite
CTC
British Cycling
Cycle Confidence
Best Bike Training / Cycletastic
Cycle Systems
Evolution Cycle Training
cycling4all
CTC
Cycling UK
Cycle Training UK (CTUK)
DHL
TNT
DPD group UK
GeoPost UK
Institute Of Couriers
UPS
Office Depot
Royal Mail Parcel Force
DHL
Royal Mail
MITIE
Clear Channel UK
STMGROUPLTD
Loomis UK
Freight Transport Association
Road Haulage Association
HA Boyse and Son
Mcdonnell transport
Road Haulage Association LTD
Motorcycle Action Group
British Motorcycle Federation
Motorcycle Action Group
Motorcycle Industry Association (MCIA)
National Motorcyclists Council (NMC)
Brake
London Road Safety Council
Stay Safe
Road Safety Markings Association
Road Danger Reduction Forum
Federation of Wholesale Distributors (FWD)
Central London Freight Quality Partnership
Freight Transport Association

Roadpeace
The Bike Project
Carousel
Martin-Brower UK
Fowler Welch
ELB Partners
Institute for Sustainability
Kenny Stuart LTD
Dial-a-Cab
Computer Cab
London Association of Funeral Directors
British Beer & Pub Association (BBPA)
Institute Of Couriers
London Taxi PR
RAC Motoring Foundation
AA
IAM
RAC Motoring Foundation
Association of Fleet Professionals LTD
PaxTrans Ltd
London Cab Drivers Club
Licenced Taxi Drivers Association
London Private Hire Board
Chauffeur and Executive Association
London Suburban Taxi-drivers' Coalition
The Driver-Guides Association
Licensed Taxi Drivers Association
RMT London Taxi
Action Vision Zero
Citymapper
London TravelWatch
Confederation of Passenger transport
Transport Focus
Unite the Union
GBM Drivers
Unions Together
Unite the Union
Unite
RMT Union
ITS Automotive
PCS
ASLEF
Kelly Group

Environmental

Clean Air London
Friends of the Earth
London Wetland Centre
Friends of the Earth
The Royal Parks

Communities

Buses4homeless
London Gypsies & Travellers

Whizz Kidz
London Faiths Forum
GIRES
The Lesbian and Gay Foundation - LGBT Carers Online Forum
Gendered Intelligence
Galop
Stonewall
Terrence Higgins Trust
JAMI (Jewish Association for Mental Health)
Mumsnet
Mumderground
Netmums
Refugee Action
British Youth Council (BYC)

Health
Aspire
Health Poverty Action
Great Ormond Street Hospital for Children NHS Foundation Trust
Imperial College Healthcare NHS Trust

Business groups

Victoria BID
Marble Arch BID
The Northbank London
Heart of London BID
New West End Company (BID)
Baker Street Quarter Partnership
London Chamber of Commerce and Industry (LCCI)
Confederation of British Industries
Federation of Small Businesses
Institution of Civil Engineers
Tony Gee and Partners
Skanska
Opinari Ltd
London First
British Land
BBC
ETOA – European tourism association
Association of Town Centre Management

Businesses, employers and venues

PCO rentals
Addison Lee
Warburton
Brakes Group
Reynolds
Brewery Logistics Group
Brewing, Food & Beverage Industry Suppliers Association
ALDI
British Association of Removers
The Co-operative Group
Marks & Spencer
John Lewis Partnership

Sainsbury's Supermarkets
Co-op
Marks & Spencer
Asda
TKMaxx
John Lewis Partnership

Other

Historic England
Cross River Partnership
Prince's Trust

Local interest groups

Healthwatch
New West End Company
Heart of London Business Alliance
This is Paddington
New West End Company
Heart of London
Baker Street Quarter
In & Around Covent Garden
CWPA
The Crown Estate
Westminster Cycling Campaign
Covent Garden Community Association
17-24-30
Whizz-Kidz
NCT- Westminster
Age UK Westminster
W9
Westminster City Council, Learning Disability Group Partnership
LDN 4U Westminster
Trekstock
Soho Society
Residents Society of Mayfair and St James's
Neighbour care St John's Wood & Maida Vale
Paddington Residents Active Concern On Transport (PRACT)
Marylebone Association
The St Marylebone Society
Harrowby and District Residents Association
Queen Mary University of London
Active Travel Academy
Metropolitan Police
Inter Faith Network
West End Community Trust
The Soho Society
The Residents' Society of Mayfair & St. James's
Fitzrovia West Neighbourhood Forum
Westminster Adult Social Care team
Westminster Public Realm Team
Westminster Local offer
Media team Westminster
Westminster Public Realm Team
London Borough of Westminster
Westminster Safer Transport Team

Westminster Cyclists
London Cycling Campaign (Westminster)
One Westminster
Hyde Park Estate Residents
Hyde Park Estate Association (HYPER)
South East Bayswater Residents' Association
Paddington Residents Active Concern on Transport
Portman Estate