

[REDACTED]

From: [REDACTED]
Sent: 17 May 2016 09:17
To: Allanson Peter
Subject: RE: Bus Stops

Attachments: [REDACTED]

[REDACTED]

Thanks for your reply Peter.

I am both surprised and disappointed that we should be placing value on a 45 minute observation rather than the longitudinal data and observation that Barts Health & TFL may be able to provide us with. Nonetheless the reflection that the stop was too narrow may prove valuable and could be part of feedback to TFL, rather than the firm objection which is the stance the Trust is taking at present.

The proposals I have seen do take account of pedestrians, so I am surprised at your perception of it being a cycling biased risk assessment. The Trust should also be taking the long view of the benefits of cycling and walking to public health.

We look forward to the Trust tempering it's language and presenting a more balanced view. Many thanks again for your prompt and thorough reply.

[REDACTED] st wishes

From: Allanson Peter
Sent: May 16, 2016 4:13 PM
To: [REDACTED]
Subj: [REDACTED] s Stops

Dear [REDACTED] -
Thank [REDACTED] r your e-mail.

As far as we are aware, there is only one other floating bus stop outside a hospital in London, outside the Royal London. We are in touch with them about their experience with it and our Chairman spent about 45 minutes observing it a few days ago. His conclusions were that the parallels between the two sites are modest - it is served by 4 buses only one of which could be described as anything like as busy as the stop at the bridge here which has 4 busy buses using it. He thought you could only ever get 2 buses at the stop at a time, the platform was only just wide enough to manoeuvre a wheelchair around and in the time he was there, on a quiet day, he saw two near misses. None of this is conclusive but reinforces our fears.

The main issue we have with the consultation is the lack of assessment of any safety issues for pedestrians. There is a comprehensive quality impact assessment for cyclists. In a complaint letter we sent to TfL we made a suggestion of an alternative and will have a second proposal to make later. However, this is TfL's job - they are required to propose and assess options.

We've tried to deal with this as a matter of safety for all vulnerable road users - cyclists and pedestrians - well away from politics as we believe we have an obligation to do so. As you know the Trust is supportive of staff well being and encourages a number of activities including cycling - indeed safe cycling - and the petition though starkly worded as these documents need to be to attract attention is in pursuit of that aim.

I will be meeting the Lambeth CC later this week and the Trust bicycle users on Friday.

Peter
Peter Allanson
[REDACTED] ary and Head of Corporate Affairs [REDACTED]

From: [REDACTED]
Sent: [REDACTED] 12:52
To: Allanson Peter
Subject: Bus Stops

Dear Peter,

It is with great regret that I see the Trust is petitioning against the bus stop/bike line on Westminster Bridge Road.

While I recognise that the Trust must advocate for patients and families, it should also be advocating for health. There are other examples in London of floating bus stops outside hospitals where there have been no reports of any collisions. It is also the norm for bike lanes & hospitals on the Continent. Why should St Thomas' be any different. As an organisation we pride ourselves on being the standard-bearers for innovation, yet in this case we are giving the impression of being in opposition, without providing viable alternatives. We have also not voiced opinions on other current political issues that would have grave impact upon our patients in the future as we have a position of neutrality, yet we are able to be very vocal opponents through multiple media to this proposal.

Please can the organisation present a more balanced view in conjunction with LCC, TFL and Lambeth CC as well as the patient groups mentioned. Rather than a petition, is it possible to have a balanced questionnaire. I and many others contributed to the TFL questionnaire - why are the results [REDACTED] nced on the intranet page? In reference to the last quote on the page from [REDACTED] - a busy cycle lane does not have to be an uncontrolled cycle lane.

With best wishes

[REDACTED]