

The London Cycling Campaign must object most strenuously to the proposals for “Henly’s Corner” junction A406/A598. There is little for cyclists of any ability in these plans. We note:

1. A598 Regent’s Park Road – despite this being a congested, fast-moving and wide-laned road, the provision for cycling is merely a non-mandatory lane in one direction and some shared space with pedestrians – this is unacceptably poor provision. Meanwhile, despite this junction not having high pedestrian flows currently, there is a huge pedestrian island retained that even if reduced by a small margin, could result in more protected tracks for cycling around the junction at least. For cyclists turning right from this approach there is no clear way of turning through the junction that doesn’t involve crossing many lanes of traffic or using multiple stage pedestrian/cycle crossings, with lack of clarity as to how to join the cycle track alongside the A406. And for cyclists going straight ahead, there is the risk of a left hook from motorists entering the slip road.
2. The same issues largely apply to the Finchley Road approach – with entering the central feeder lane also likely to be a difficult manoeuvre.
3. Meanwhile, of course, the A406 itself remains a deeply hostile space for cyclists around this area – with substandard off-carriage tracks that stop at nearby major junctions, are not continuous or well surfaced at times.

In summary, the currently proposed design does not deal adequately with cycling in, around, or through this complex and hostile junction. The London Cycling Campaign does not believe it will confer significant safety benefits to current cyclists in the area, or likely encourage any new cyclists to pass through the area. The current proposal also falls far below the quality of scheme TfL are increasingly managing elsewhere in London.