

The London Cycling Campaign is the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. We welcome the opportunity to comment on these plans and our response was developed in support of our local Westminster Cycling Campaign group's response and with input from the co-chairs of our Infrastructure Review Group.

Broadly speaking we welcome the plans for this junction – particularly the proposals to reduce both Burwood Place and Harrowby Street to entry-only for motor vehicles, and the proposals to ban right turns into Harrowby Street. That said, we wish to raise the following issues:

1. While making Burwood Place and Harrowby Street entry-only is very welcome would modal filters be even better? If traffic volumes are low on these side streets, modal filters, with an area-wide approach to other filters as necessary, would be a superior solution.
2. Left-turning vehicles can still cut across the path of cyclists proceeding straight ahead on Edgware Road. For cyclists on Edgware Road there are also few improvements. We would like to see the bus stop bypassed ideally, ASLs with at minimum early release lights and right-turns for cyclists enabled safely and conveniently. We also want to ensure as well as hook risks being eliminated, lane widths at no point fall in "critical" widths between 3.2 and 4 metres.
3. We also prefer direct, straight-across pedestrian crossings to staggered crossings wherever possible.
4. Brendon Street should feature two-way cycling, even though motor traffic is limited to a single direction. Cyclists should also be exempt from the proposed banned left turn from Forset Street into Harrowby Street. These measures will ensure maximum permeability for cycling.
5. Physical protection for cyclists in the "contra flow" lane should be considered also – with a 2 metre lane, semi-segregated protection is feasible.
6. Finally, and in general, the London Cycling Campaign would like to see all schemes given a CLoS rating (as well as adhering to the latest London Cycle Design Standards) that demonstrates significant improvement from the current layout will be achieved for cycling, and that eliminates all "critical fails" in any proposed design before being funded for construction, let alone public consultation.