

London Cycling Campaign response to TfL (in Westminster) Safer Junctions: Edgware Road and Harrow Road

19 July 2019

<https://consultations.tfl.gov.uk/roads/edgware-road-junction/>

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

This response was developed with input from LCC's borough groups.

General comments on this scheme:

- The Safer Junctions schemes proposed will improve conditions for pedestrians and cyclists but the schemes fall far short of being transformational. They will not achieve "Vision Zero" safe crossings, nor will they make cycling or walking at these locations safe or comfortable.
- Given this, these junctions will likely need re-visiting in the near future if the Mayor's Transport Strategy aims are to be achieved. These schemes are neither being delivered rapidly and cheaply enough to represent a sensible "interim" approach, nor to a high enough quality to be permanent.
- The change in Healthy Streets Check score being primarily derived from places to stop and share and shelter, and the remaining three "critical issues" highlight how this scheme has failed to really deliver change. No Safer Junction should retain any critical issues.
- We fully support the response of our local borough group, which contains more specific detail.

Specific points about this scheme:

- TfL's own Strategic Cycling Analysis highlights the very high potential for cycling through this junction (fig 1.2) and in the area. It is also clear that Westminster's current and planned cycle schemes (fig. 5.1) will not fulfil that potential adequately.
- The junction as designed retains numerous risks for those cycling here – most notably the "left hook" for those riding northbound on Edgware Road. A risk that early release signals will only partially mitigate. Those cycling ahead or turning here are at major risk from heavy flows of turning large, commercial vehicles. The answer to such an issue in a "Safer" junction can never be a three-lane ASL and a dedicated

left motor traffic lane.

- On top of that risk, the mandatory, unprotected cycle lanes under the flyover risk being overrun or encroached on, as the bus lane heading north of the junction may be.
- Further, the early release southbound on Edgware Road by the station will, based on early release timings across London, be far too short to enable those cycling to clear a risk from motor traffic turning left onto Harrow Road.

General points about infrastructure schemes:

- The Mayor's Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream and enable all ages and abilities to cycle, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport modes for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all "critical issues" eliminated. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.