

Edgware Road – Harrow Road safer junction proposals.

Consultation Summary
November 2019

Executive summary

We recently consulted on proposals to make the junction safer at Edgware Road and Harrow Road in the City of Westminster. The consultation was open between: 12 June and 25 July 2019.

We received 217 responses to the consultation, 202 from members of the public and 15 from stakeholders. 48 per cent of people who walk and 46 per cent of people who cycle in the area and responded to the consultation advised us that the proposals would make them feel safer or much safer when moving around the junction.

We have reviewed comments made during the consultation exercise and we appreciate the responses we received.

Following the analysis of the comments made, we have decided to progress the project as consulted on to the next stage of the project which is detailed design.

Consultation Summary

Background

Our Safer Junctions programme is reducing road danger at some of the most hazardous junctions in London. These junctions have high collision rates for vulnerable road users, including people walking and cycling. This programme directly contributes to our Vision Zero target to stop people from dying and being seriously injured on London's road network by 2041.

The objectives of the Safer Junction programme are to:

- Reduce road danger and help eliminate Killed and Seriously Injured (KSI) collisions
- Help create streets where people feel safe to walk, cycle and use public transport
- Make hostile junctions more welcoming and less dominated by motor vehicles, demonstrating the [Healthy Streets Approach](#).

Why we consulted

A number of issues have been identified with the current junction layout:

- Pedestrians not using designated crossing points
- Narrow existing pedestrian islands
- A lack of cycle facilities, especially southbound where the road layout is not cycle friendly

What we proposed

We wanted views on the following proposals for the junction.

Applies to the whole junction

- Introduce a 20mph speed limit across the junction
- Widen all pedestrian crossings to make for a more comfortable and safer crossing
- Fill in the ramp and stairs area of three subway entrances with soil and vegetation in order to create a series of rain gardens. These are Sustainable Drainage (SuDS) features which will take surface water runoff from the adjacent pavement and road.¹

North of the flyover

- Ban left turn from Harrow Road into Edgware Road northbound
- Build out northwest corner to remove slip road and provide a better pedestrian environment
- Convert staggered crossing to straight across crossing to create better and safer routes to and from Edgware Road Bakerloo line station
- Make Bell Street no exit onto Edgware Road
- Change current three lane road layout to two traffic lanes and a cycle lane through the junction
- Widen southbound bus lane to 4.5m as it passes the bus stop
- Install cyclist early start signal on southbound Edgware Road
- Extend the bus lane north of Newcastle Place

South of the flyover

- Convert the short section of Edgware Road northbound bus lane beneath the flyover, into cycle lane
 - Install a cyclist early start signal at the junction heading northbound on Edgware Road
 - On Harrow Road westbound reduce the road width to two lanes by building out the footway on the southwest corner, to provide a better pedestrian environment
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- Reduce the width of the westbound slip road from Marylebone Road to one 4.5m lane by building out the footway on the southeast corner of the junction to provide better pedestrian environment
- Install a rapid charging point for use by electric taxis. This is proposed to be beneath the flyover on the southeast side of the junction and will be accessed via the westbound slip road off Marylebone Road
- Remove the guardrail and narrow the pedestrian island of the pedestrian crossing to the south of the flyover to allow for an 8.0m carriageway width on the southbound Edgware Road to prevent traffic merging with cyclists

The Consultation

The consultation was open between 12 June and 25 July 2019. During this consultation period, there were six public consultation events and four stakeholder events seeking views on the proposals. These events were carried in conjunction with the Marble Arch BID who provided venues and materials to support the consultation.

We advertised the consultation by sending a letter to local residents and businesses in the local area of the junction totalling 7818 addresses.



Figure 1 Consultation area

Information was also available on TfL's consultation website.

Results of the consultation

We received 217 responses to the consultation, 202 from members of the public and 15 from stakeholders. A summary of the public responses is set out below.

We asked respondents in what capacity they were responding to the consultation.

The numbers in the tables have been rounded up to make whole numbers.

Are you responding as:	Total	%
A local resident	54	27%
A local business	17	8%
Student	4	2%
Someone who currently walks in the area	19	9%
Someone who currently cycles in the area	33	16%
Someone who uses public transport in the area	33	16%
Someone who uses private transport in the area	16	8%
Not local, but interested in the proposals	17	8%
Not Answered	9	4%
Total	202	100%

However, an error in the online questionnaire meant that respondents could only choose one option, rather than being able to pick all that applied.

Respondents were also asked to indicate how often they travelled using the following forms of transport.

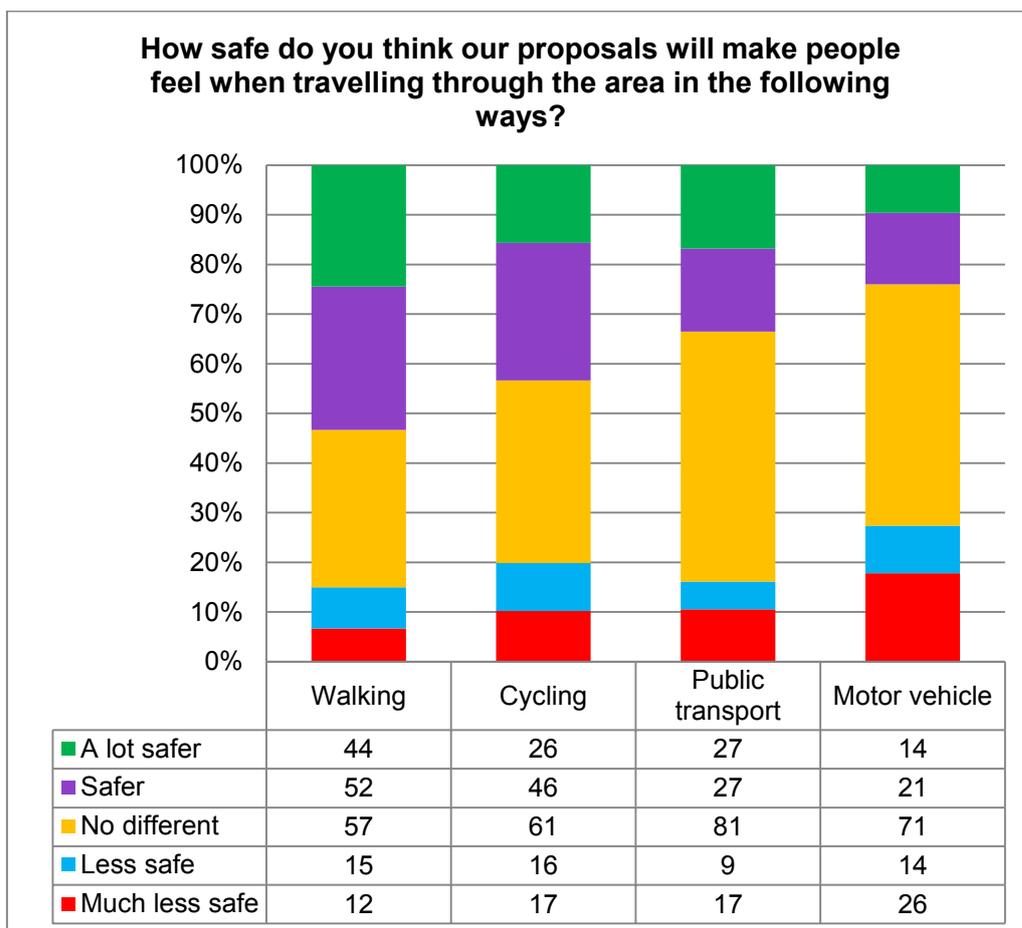
	Walking	Cycling	Using public transport	Using a motor vehicle
Every day	95	19	44	22
4-6 days a week	26	24	29	18
2-3 days a week	21	25	47	21
Once a week	14	23	34	44
Never	12	56	17	59
Not Answered	34	55	31	38
Total	202	202	202	202

Summary of responses to Question 1

We asked respondents how safe they thought our proposals overall would make people feel when travelling through the area by foot, when cycling, by public transport and by private vehicle. The below table shows the number of respondents:

	Walking	Cycling	Public transport	Motor vehicle
A lot safer	44	26	27	14
Safer	52	46	27	21
No different	57	61	81	71
Less safe	15	16	9	14
Much less safe	12	17	17	26
Not applicable	3	13	10	21
Not answered	19	23	31	35
Total	202	202	202	202

When removing those responses which did not answer the question or responded that it was 'Not applicable', the results are as shown in the graph below. 53 per cent would feel safer when walking around the junction; and 43 per cent would feel safer when cycling. 15 per cent of respondents felt that walking would be less safe as a result of our proposed scheme; with 20per cent responding that they felt cycling would be less safe with our scheme.

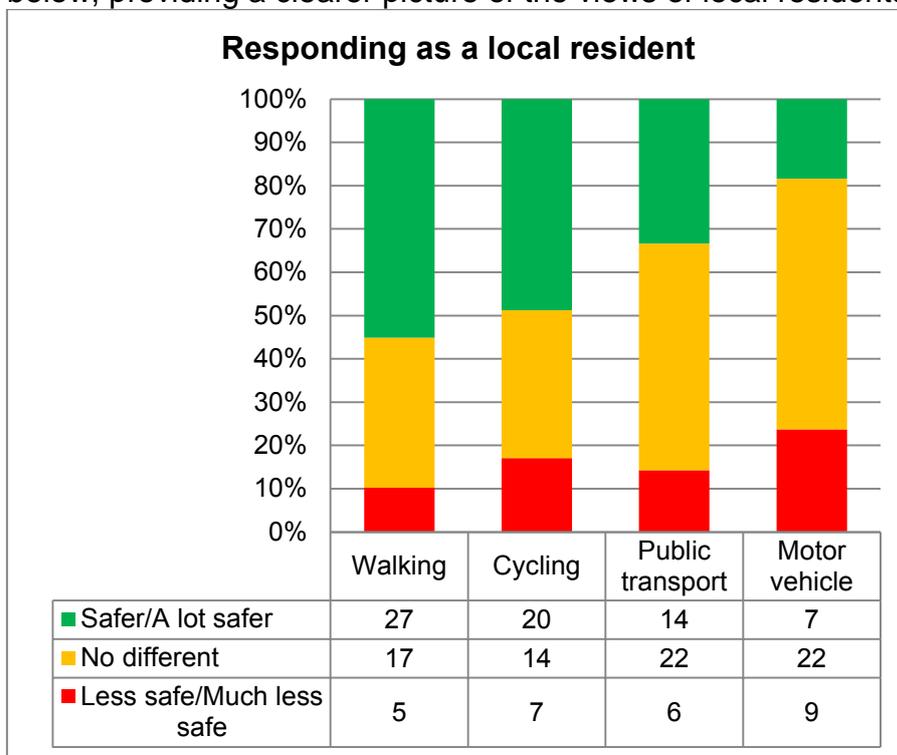


We also looked at the responses to this question alongside the answers to question 'In what capacity are you responding to the consultation?', and these are broken down below:

Responding as a local resident

	Walking	Cycling	Public transport	Motor vehicle
A lot safer	8	5	7	3
Safer	19	15	7	4
No different	17	14	22	22
Less safe	1	2	1	2
Much less safe	4	5	5	7
Not applicable	0	5	3	7
Not answered	153	156	157	157
Total	202	202	202	202

When removing those responses which did not answer the question or responded that it was 'Not applicable', the results are as shown in the graph below, providing a clearer picture of the views of local residents:.



Responding as a local business

	Walking	Cycling	Public transport	Motor vehicle
A lot safer	3	1	1	0
Safer	1	4	1	2
No different	9	7	6	6
Less safe	2	2	2	2
Much less safe	0	2	2	5
Not applicable	1	1	4	1
Not answered	186	185	186	186
Total	202	202	202	202

Responding as a student

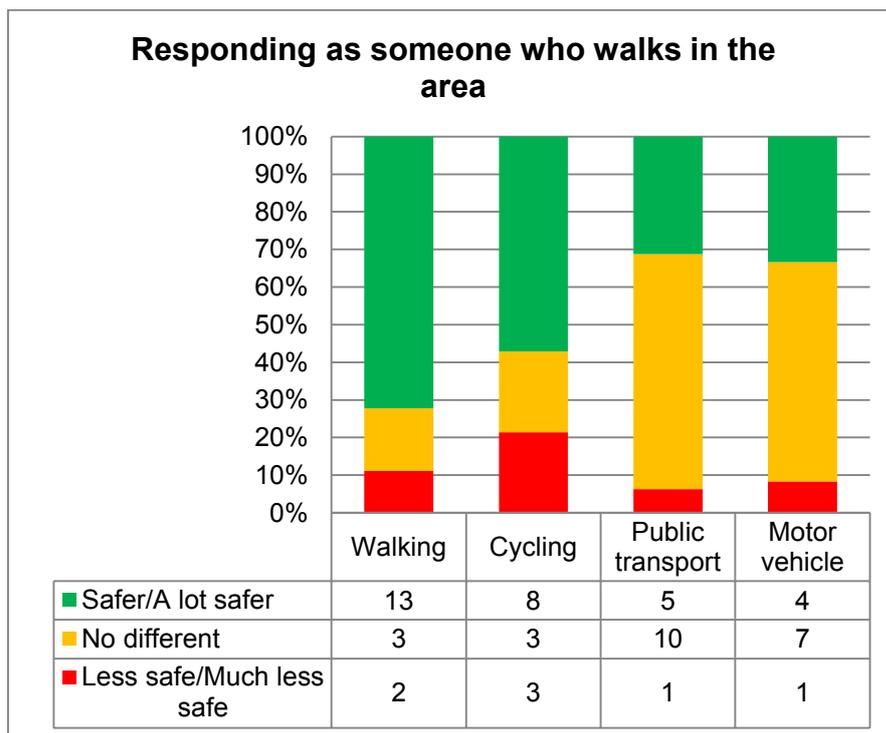
	Walking	Cycling	Public transport	Motor vehicle
A lot safer	4	1	2	3
Safer	0	1	2	0
No different	0	2	0	0
Less safe	0	0	0	0
Much less safe	0	0	0	0
Not applicable	0	0	0	0
Not answered	198	198	198	199

Total	202	202	202	202
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Responding as someone who currently walks in the area

	Walking	Cycling	Public transport	Motor vehicle
A lot safer	6	2	3	2
Safer	7	6	2	2
No different	3	3	10	7
Less safe	1	2	1	1
Much less safe	1	1	0	0
Not applicable	0	3	0	4
Not answered	184	185	186	186
Total	202	202	202	202

When removing those responses which did not answer the question or responded that it was 'Not applicable', the results are as shown in the graph below, providing a clearer picture of the views of those who currently walks in the area:.

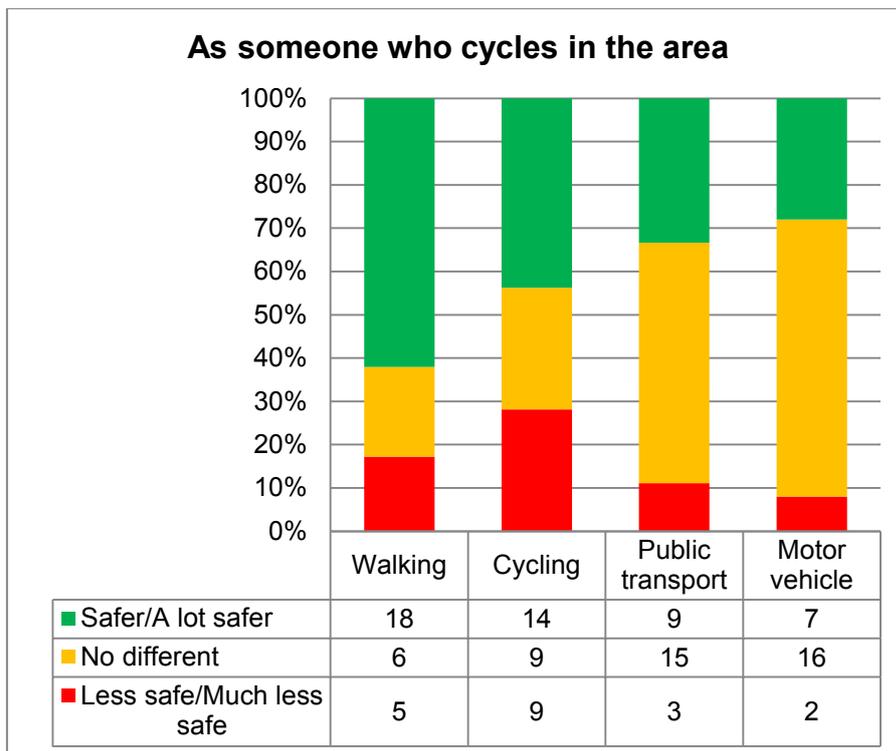


Responding as someone who currently cycles in the area

	Walking	Cycling	Public transport	Motor vehicle
A lot safer	6	5	2	0
Safer	12	9	7	7
No different	6	9	15	16
Less safe	3	5	1	0

Much less safe	2	4	2	2
Not applicable	0	0	1	3
Not answered	173	170	174	174
Total	202	202	202	202

When removing those responses which did not answer the question or responded that it was 'Not applicable', the results are as shown in the graph below, providing a clearer picture of the views of those who currently cycle in the area.:



Responding as someone who uses public transport in the area

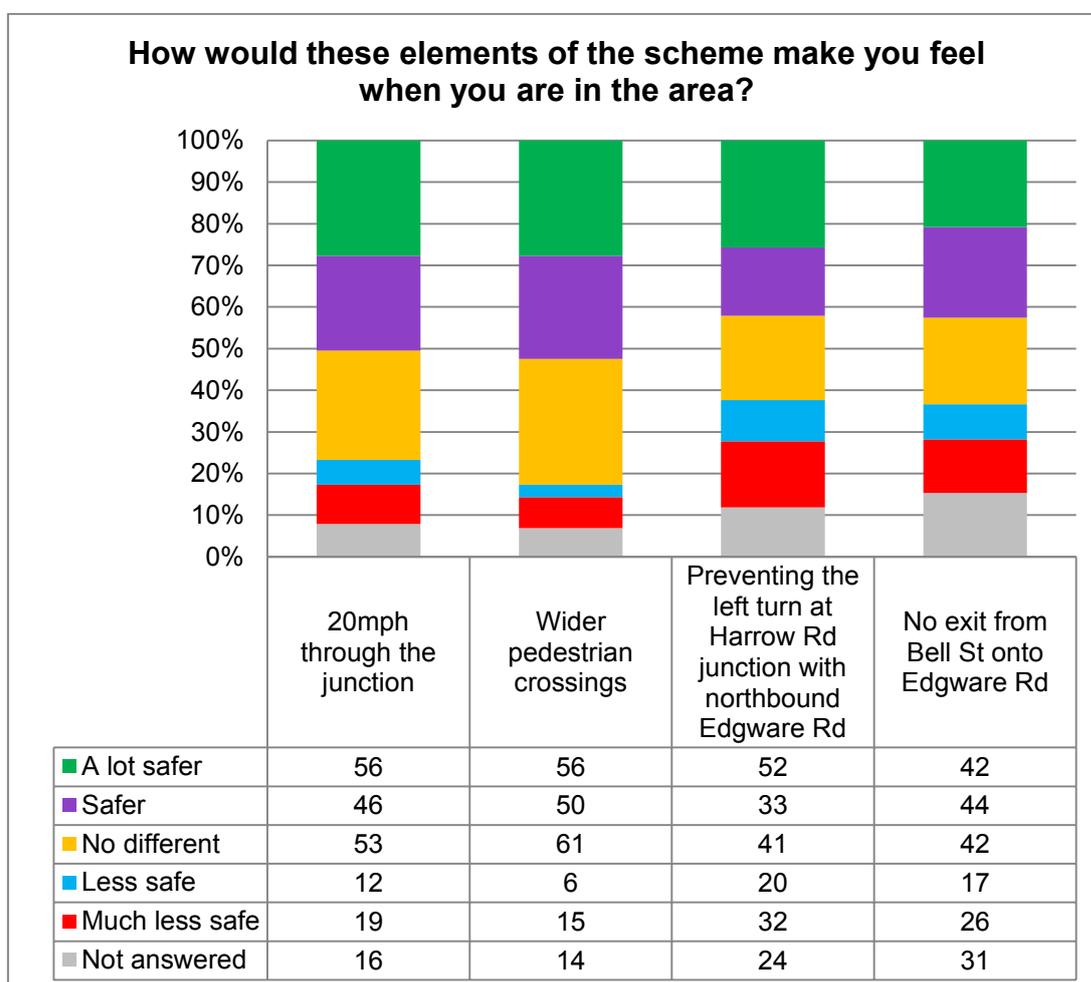
	Walking	Cycling	Public transport	Motor vehicle
A lot safer	11	6	8	4
Safer	7	7	4	5
No different	9	13	14	6
Less safe	3	1	3	4
Much less safe	1	1	1	5
Not applicable	1	2	0	4
Not answered	170	172	172	174
Total	202	202	202	202

Responding as someone who uses private transport in the area

	Walking	Cycling	Public transport	Motor vehicle
A lot safer	2	3	1	1
Safer	2	1	2	1
No different	6	6	7	5
Less safe	3	3	0	2
Much less safe	2	1	4	4
Not applicable	0	1	1	2
Not answered	187	187	187	187
Total	202	202	202	202

Summary of responses to Question 2

Question 2 asked about four elements of the scheme (20mph through the junction, wider pedestrian crossings, preventing the left turn at Harrow Road junction with northbound Edgware Road to improve the pedestrian space at this busy crossing, and the no exit from Bell Street onto Edgware Road).



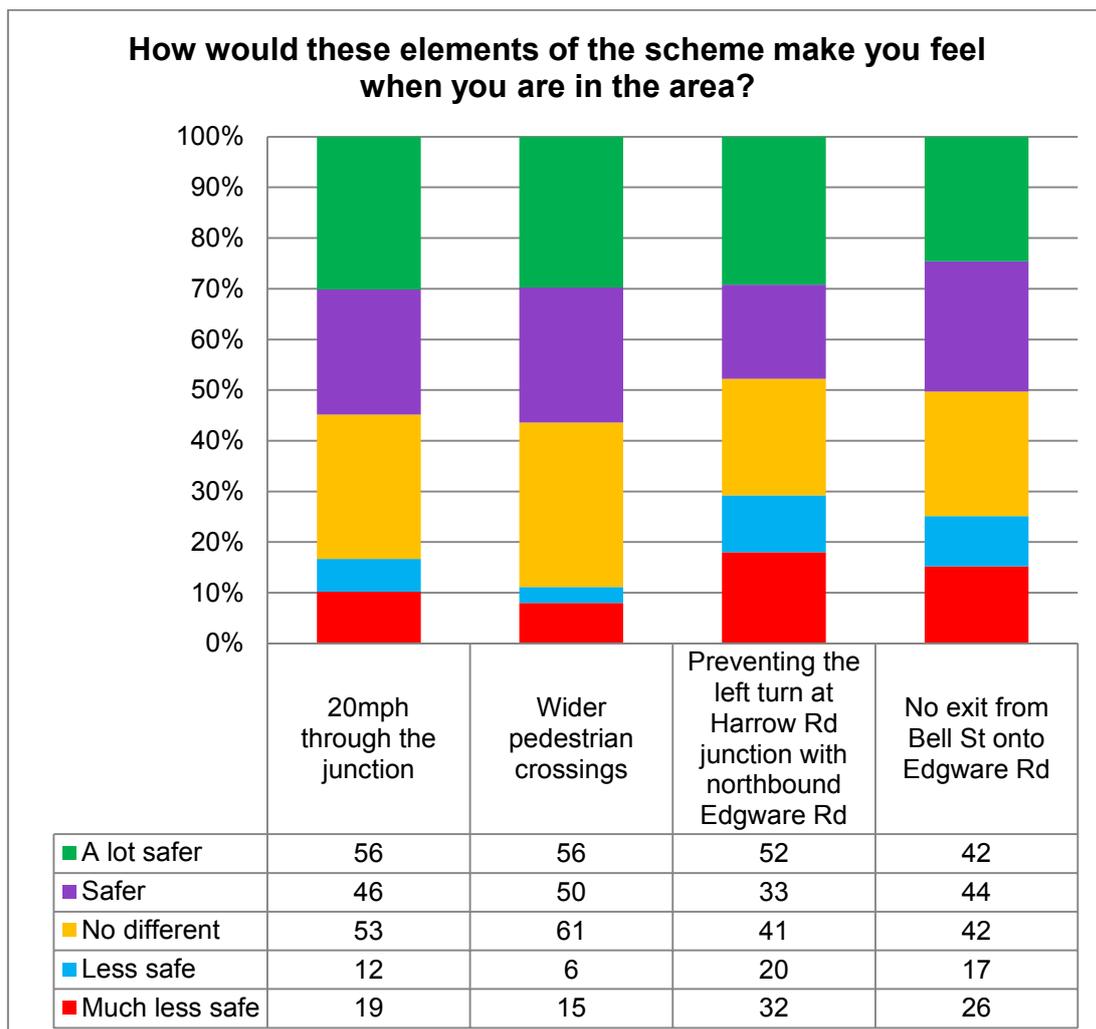
When removing those responses which did not answer the question or responded that it was 'Not applicable', the results are as shown in the graph below. This provides a clearer picture of those respondents who had views on the proposals.

55 per cent of respondents advised us that 20mph through the junction would make them feel safer when in the area. 17% advised that they would feel less safe.

56 per cent of respondents advised us that the proposed wider pedestrian crossings would make them feel safer in the area. 11 per cent advised that they would feel less safe.

Of the proposed left turn ban from Harrow Road into northbound Edgware Road, 48 per cent indicated it would make them feel safer, with 29 per cent advising it would make them feel less safe in the area.

50 per cent of respondents advised us that the no exit from Bell Street onto Edgware Road would make them feel safer when in the area 33 per cent advised us it would make them less safe.



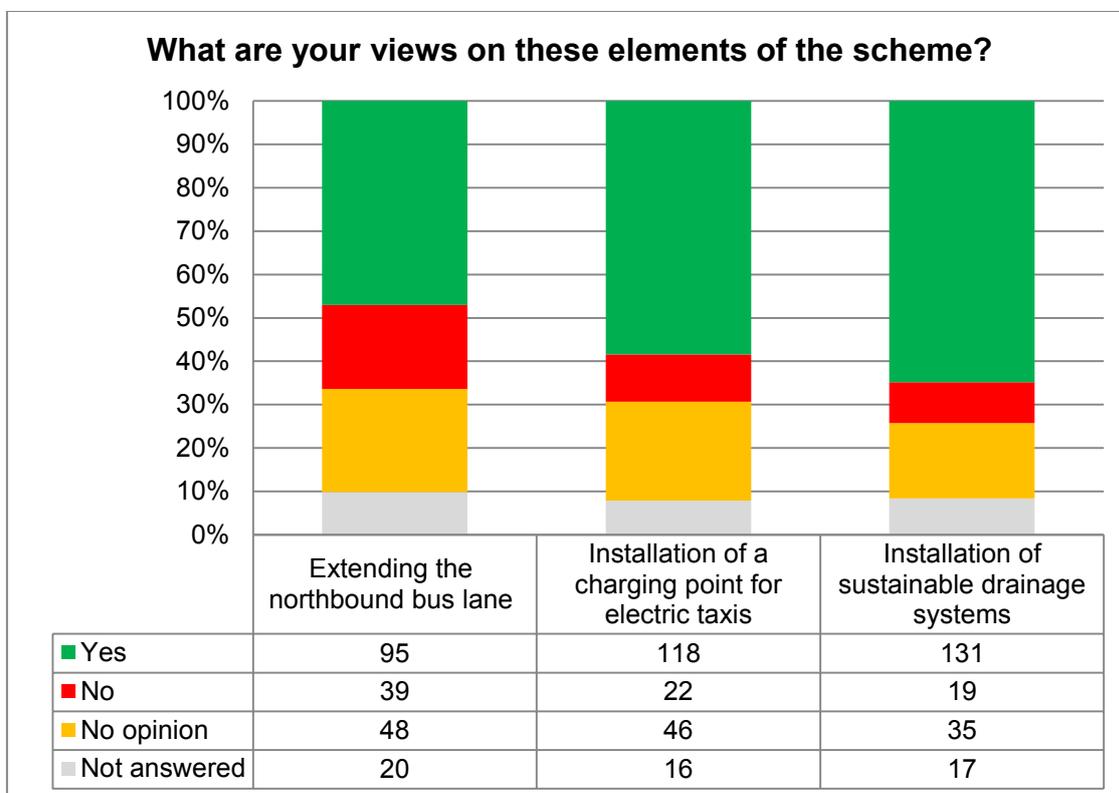
Respondents could also provide written free text about these elements of the scheme. There were 98 additional comments and the main issues raised are listed below alongside the number of times these were observed in responses:

Positive Comments	
Support these changes which will make junction safer	16
Support 20mph limit	7
Support no exit from Bell Street	4
Support any disincentives to the use of private motor vehicles in London	2
Negative Comments	
This junction is particularly hazardous for cyclists travelling northbound	28
Oppose banned left turn into Edgware Road	26
Proposals will increase congestion/pollution	23
Proposals will push traffic onto local residential roads instead	22
Advisory bike lanes won't improve safety. Should be mandatory or ideally segregated	20
Proposals do little to improve safety for cyclists	15
Oppose 20mph limit	9
Proposals penalise drivers	8
Oppose no exit from Bell Street to Edgware Road	7
Existing pedestrian crossings are already adequate	6
Cyclists don't use the facilities provided so proposals will not improve safety	5
If pedestrians aren't using existing crossings, why would they use the new ones?	5
Proposals will increase journey times	3
Scheme is a waste of money	3
You should be looking at ways to increase traffic flow through London	2
You should consider convenience as well as safety	2
More frustrated drivers will mean more accidents	2
Proposals do little to improve safety for pedestrians	2
Oppose multi-stage crossings	2
Other Comments/Suggestions	
How will 20mph limit be enforced?	9
Comments about cyclists behaviour	7
If the left turn into Edgware Road is banned, the safety of the Warwick Avenue crossings should be addressed at the same time.	4
Will cyclists be allowed two way access into Bell St	2

Summary of responses to Question 3

We asked respondents their view on three parts of this scheme that are separate to the safer junction project (extending the northbound bus lane north of Newcastle Place, the installation of a rapid charging point for electric taxis, and the installation of sustainable drainage systems in some of the subway access areas to reduce flooding and improve the air quality in the area).

47 per cent supported the extending of the northbound bus lane; 58 per cent the installation of the charging point for electric taxis; and 74 per cent supported the proposed sustainable drainage system.



Respondents were also able to let us have their views on these aspects of the scheme and 40 people left additional comments. The main topics are listed below:

Positive Comments	
Support installation of charging points	7
Creating a well maintained public space would compliment a safer junction	4
Would like to see the subway reopened with enforcement against anti social behaviour	4
Support charging points so long as they don't take up carriageway space	3
Support new plants and trees	3
These measures will improve air quality	3
Support new bus lane	2
Negative Comments	
Can't see how these measures will improve air quality	4
Extending bus lane does not protect cyclists	2
No need for additional bus lane	2
Other Comments/Suggestions	
Will the charging points conflict with the cycle hire docks?	2
Use subway to create a segregated cycle track	2

Summary of responses to Question 4

Question 4 asked respondents if the proposals would have a positive or negative impact on them or the journeys they make, and how we could mitigate or reduce any negative impacts. There were 93 comments to this question and the key points raised are listed below.

Positive	
Positive – for pedestrians using the junction	11
Generally positive	10
Positive – for cyclists using the junction	9
Positive – it will reduce the number of cars	2
Positive – for public transport users	2
Negative	
Negative – for motorists: increased congestion/journey times	16
Negative – for cyclists using the junction	15
Generally negative	7
Negative – banning turns will force traffic onto residential roads	6
Negative – increased pollution	5
Negative – for taxi's using the junction	5
Negative – for pedestrians using the junction	4
Negative – motorists shouldn't be penalised for cyclists and pedestrian safety	4
Negative - education is needed rather than these changes	3
Negative – this junction is still too skewed towards motor traffic	2
Negative – the proposals are not proportionate/cost effective	2
Negative - this is a major traffic interchange and traffic should be kept flowing	2
Other comments/suggestions	
Not in favour of two stage right turns for cyclists	2

Stakeholder responses

We received 15 stakeholder replies to the consultation and these are summarised below.

Brent Cycling Campaign

They oppose the scheme for the following reasons -the scheme fails to protect cyclists from left-hook risks and also, fails to provide protected space for cyclists.

They request a comprehensive system of high quality separate cycle infrastructure. They consider that there is space within the road layout to provide North-South and East-West cycle lanes.

They do welcome some aspects of the scheme

- The widening of the southbound bus lane.
- The provision of a two-stage right turn for cyclists from Harrow Road into Edgware Road (south)
- The proposal to prohibit the exit from Bell Street, in order to prevent rat-running through local streets. Although they requested an exemption for cyclists
- The provision of a two-stage right turn for cyclists from Marylebone Road (shown as Harrow Road on your plan) into Edgware Road (north).

Caroline Pidgeon MBE AM

Caroline has spoken to the London Cycling Campaign and has several concerns about the proposals. The primary concern is that it is far from clear whether the proposed changes to the junction will deliver Vision Zero. There was a request that a new junction standard is developed which TfL then use to assess junction designs.

Little Venice Ward Westminster City Councillors

They support the objectives of our Safer Junctions programme to reduce road danger at some of the most hazardous junctions in London. While broadly supportive of the Edgware Road/Harrow Road scheme in general, they strenuously object to the plan to ban the left turn from Harrow Road into Edgware Road northbound.

They consider banning this left turn will force traffic to be diverted via Paddington Green and Church Street. They state this route is impractical for a number of reasons:

1. *“The phasing of the traffic lights at the Church Street/Edgware Road junction is likely to cause tailbacks on Church Street and even onto Paddington Green leading to both noise and air pollution for the nearby residents of the Hall Park Estate and students of the City of Westminster College. The new route will also inconvenience local drivers. While TfL argues that the displacement of traffic to this alternative route is low, we would nevertheless maintain that the new route is unable to accommodate any increase in traffic.*
2. *The new route for traffic travelling from Harrow Road to Edgware Road northbound follows, in part or entirely, the route taken by works traffic for two construction projects in the area, namely West End Gate and Parsons North. The construction work on these developments is expected to continue until 2024 with further development foreseen on the site of the former Paddington Green police station. The works traffic for these developments will only exacerbate the tailbacks and congestion in the area.*
3. *The increased number of vehicles turning left from Harrow Road into Paddington Green will make the crossing of Paddington Green at this junction less safe. Unlike the Edgware Road/Harrow Road junction there is no pedestrian crossing at this location“*

They also expressed disappointment that the map included with the consultation did not expressly include information on the likely alternative route for traffic travelling from Harrow Road into Edgware Road northbound, failing to even show Paddington Green and Church Street at all.

They state that by omitting this information from the map that the consultation did not present residents with all information necessary regarding the pros and cons of the proposal. They recommended that we acknowledge this accidental omission and relaunch the consultation providing residents and junction-users alike with full information regarding the proposed new route for traffic travelling from Harrow Road into Edgware Road northbound.

London Cycling Campaign (LCC)

They raise specific points about this scheme as follows. *“TfL’s own Strategic Cycling Analysis highlights the very high potential for cycling through this junction and in the area. It is also clear that Westminster’s current and planned cycle schemes will not fulfil that potential adequately.”*

They further state that the junction as designed retains numerous risks for those cycling here – most notably the “left hook” for those riding northbound on Edgware Road.

They then raise general points about infrastructure schemes.

They consider that all schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.

They conclude that 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.

London Living Streets

They consider the proposals will make people feel safer when cycling and walking and will make no difference when using public transport.

They considered the proposals for the 20mph, wider pedestrian crossings and preventing the left turn from Harrow Road to Edgware Road would make people feel safer.

They agreed with the proposals to extend the bus lane north of Newcastle place and also to provide sustainable drainage systems in the subway ramps. They did not offer an opinion on the rapid charging point for taxis.

They object to the two-stage crossing on Edgware Road south of the flyover and propose that this is made into a direct crossing.

They propose that Bell St is closed at its junction with Edgware Road in order to remove the risk of motor vehicles turning across people cycling as they approach the junction and to improve the pedestrian environment in this area.

They further propose that the space outside Edgware Road Tube Station is decluttered (eg removal of the phone boxes).

They request that some description of the measures which will encourage compliance with the proposed 20mph limit should have been set out in this consultation.

London TravelWatch

They welcome improvements to cycling conditions in London. They want to see more and safer cycling and referenced their published report that describes their views: 'Cycling in London'.

They mention that a 4.5 metre lane width is the most comfortable for cyclists to use. The widened bus lane is good for both cycles and buses. They consider there is some scope to provide a widened inside lane on the eastern arm of Harrow Road.

Regarding the banning of the left turn, they comment that it may work to improve this junction, but it will mean restricting turns elsewhere into less appropriate locations becomes more difficult.

Marble Arch London BID

They consider the proposals will make people feel safer when cycling, walking and using public transport. They consider that it will make no difference to people using motor vehicles for personal or business journeys.

They considered the proposals for the 20mph, wider pedestrian crossings and preventing the left turn from Harrow Road to Edgware Road would make people feel a lot safer.

They considered that the no exit from Bell Street would have a neutral impact.

They agreed with the proposals to extend the bus lane north of Newcastle place, provide sustainable drainage systems in the subways, and the rapid charging point for taxis.

PRACT (Paddington Residents' Active Concern on Transport)

They are concerned about the impact upon Church Street as a diversion route, following the proposed ban of the left turn from Harrow Road into Edgware Road (northbound). They consider it narrow and running past the Academy with students circulating in the area.

The traffic light phasing at the junction with Church Street and Edgware Rd is not favourable. Also the right angled turn from Paddington Green into Church St would not be suitable for HGVs, along with the lack of width generally.

They suggest that these difficulties could be overcome by reversing the direction of flow in the one-way Newcastle Place from westbound to eastbound, so as to make Newcastle Place the best diversion route. Failing that, they consider that the proposal should be modified so as to permit continuation of the existing left turn out of Harrow Road.

They welcome the rapid electric charging point for taxis.

They also raised several points about queueing taxis on the westbound Harrow Road section of the scheme and sought updates on other TfL and Westminster City Council schemes to address the issue.

Paddington Waterways & Maida Vale Society

They are opposed to the current proposed scheme set out to ban eastbound left turns from Harrow Road into Edgware Road, as they consider that the displaced traffic will have negative consequences for the amenity of residential areas with little benefit.

They would also share PRACTs concerns on the westbound scheme and the need for further investigation.

Sustrans

Fundamentally, they do not consider that the current round of Safer Junction proposals shows sufficient ambition or function given the context in which TfL and boroughs must improve safety for cycling. Accordingly, they are unable to support these proposals.

They appreciate that TfL must work within budgetary constraints and, typically, must secure the backing of boroughs to implement new schemes, which can make funding, designing and implementing transformative schemes challenging.

However, given the most welcome introduction in recent years of progressive policies such as the Mayor's Transport Strategy, Healthy Streets Approach, Vision Zero and ULEZ, they are also disappointed that the proposals do not match up to the expectations set out by these policies.

They are concerned that the schemes are likely to deliver only minimal improvements for the safety and comfort for the most vulnerable users while retaining the status quo in terms of junction capacity and the dominance of motorised traffic. Given the ambition of the Mayor and TfL's transport vision and accompanying policies, the latest round of Safer Junctions designs are likely to represent a missed opportunity to deliver matching ambition on the ground.

They urge TfL and London boroughs to truly transform London's junctions into places where vulnerable road users are safe, and feel safe, and ensure that designs align consistently with the ambition and criteria set out in the policies which guide London's transport strategy.

The Hyde Park Estate Association (HPEA),

They fully support the consultation response submitted by PRACT.

The Portman Estate

They consider the proposals will make people feel a lot safer when cycling, walking and using public transport. They consider that it will make people feel safe using motor vehicles for personal or business journeys.

They considered the proposals for the 20mph, wider pedestrian crossings and preventing the left turn from Harrow Road to Edgware Road would make people feel a lot safer.

They agreed with the proposals to extend the bus lane north of Newcastle place, provide sustainable drainage systems in the subway ramps and the rapid charging point for taxis.

The St Marylebone Society

They strongly support the installation of a rapid electric charging point for taxis under the Marylebone Flyover.

They agree with the consultation response submitted by PRACT.

Westminster City Council

In response to concerns from residents of Paddington and Edgware Road as well as ward councillors, Westminster City Council requested that three points be considered before it could allow the scheme to proceed, these were:

1. a joint Feasibility Study to look at reversing the southbound one-way traffic direction of Newcastle Place
2. to consider remodelling the Harrow Road and Edgware Road junction to combine both the straight-ahead crossing and the reinstatement of the left turn
3. a traffic count at the existing turn left into Paddington Green from Harrow Road and that this is factored into the re-assigned flow from the above proposed banned movement.

TfL responded to these points

1. TfL would not object to this change on Newcastle Place, however as this is a borough road we believe it should be led and funded by WCC. There have been some initial officer-level discussions with WCC regarding a study to look at overcoming the severance issues related to the Harrow Road/Marylebone corridor. This junction is seen as one of the key priority points to improve local connections, and these conversations have referenced the potential of utilising Newcastle Place as a green link.
2. Banning the left turn allows a safer crossing to be installed at the point where high numbers of pedestrians cross. We have considered retaining the left turn to keep traffic on Harrow Road/Edgware Road, but

there would not be enough space to accommodate this as an additional stop line would be required. Our modelling indicates that Paddington Green and Church Street can accommodate the relatively low volume of left turning vehicles from the Harrow Road/Edgware Road junction and that, in addition to this dispersal, traffic seeking to turn left will also seek additional routes to complete their journeys, distributing traffic across a wider area.

3. The requested traffic data count was provided.

WCC considered that response and responded:

The City Council supports the primary aim of the Safer Junctions scheme to make the crossing of Edgware Road outside of the Tube station safer and more accessible for the users who cross there each day, as well as taking account of the projected growth in footfall across this area.

The City believe that the projected displacement of traffic onto Paddington Green route to be tolerable, they acknowledge that some residents, amenity societies, ward councillors and other stakeholders continue to have reservations and would rather that this scheme is delayed until there is less traffic on Paddington Green and Church Street from the construction works for the West End Gate development site and the Paddington Green Police station site which is still due to come forward.

On the basis of the substantial and wider Vision Zero potential of this Safer Junctions scheme it is advised that the City Council is prepared to support the design, as consulted in July.

Westminster Cycling Campaign

They welcome the widening of the southbound bus lane. They consider that they are not convinced that the proposed scheme will completely eliminate conflict between southbound cyclists proceeding straight ahead along Edgware Road and vehicles turning left into Marylebone Road. They welcome the provision of a two-stage right turn for cyclists from Harrow Road into Edgware Road (south) but question why a similar facility is not proposed for the right turn from Edgware Road (north) into Harrow Road.

They welcome the proposal to prohibit the exit from Bell Street, in order to prevent rat-running through local streets. But they would like to suggest that cycles be exempted from this prohibition, in order to maintain permeability for cyclists in the area.

They find it very disappointing that the proposals do not address what they consider to be the most serious problem at this junction, namely conflict between northbound cyclists proceeding straight ahead on Edgware Road and vehicles turning left into Harrow Road. They suggest that there is space available with the removal of the disused subway ramp that should be used to implement measures to resolve the conflict.

Response to issues raised

Issue Raised during consultation	TfL's response
<p>The scheme fails to protect cyclists from left-hook risks</p>	<p>Although not all risk is eliminated across all arms, the proposal significantly reduces the risk of left-hook exposure for cyclists. The scheme bans the left turn from Harrow Road into northbound Edgware Road, eliminating fully the left-hook risk to cyclists at this location. And the installation of the early start for cyclists travelling north and south along Edgware Road provide cyclists with additional time to travel through the junction ahead of vehicles, reducing their exposure from left turning vehicles.</p>
<p>Fails to provide protected space for cyclists.</p>	<p>The scheme provides improved facilities for cyclists. New mandatory and advisory cycle lanes are proposed, along with a widened bus lane to allow cyclists to pass a bus more comfortably. The scheme also removes a pinch point in the southbound carriageway which exposed cyclists to conflict with vehicles.</p>
<p>There is space within the road layout to provide North-South cycle lanes which can be achieved either by: following present pedestrian surface level routes with improved light phasing to ensure a single light phase for cyclists travelling through the junction; or by providing a separate cycle phase and route following the current motor traffic route. Space is available for this from the central reservation (to be less relied on due to wider straight-across pedestrian crossings, and the presence of railings at the road edge</p>	<p>Pedestrian activity in the area is very high and reallocation to include cyclists as a shared, off-carriageway space, is not a preferred solution. The central island does not provide sufficient width for a bi-directional cycle lane.</p> <p>Provision of a north and southbound cycle lane would be most effective as part of a wider route. The balance of delivery is important so an isolated improvement for one mode in one area, doesn't result in a significant negative consequence elsewhere. All scheme proposals are considered for their impact across all modes and across an area wider than just the scheme extents. Reallocation of road space and increasing cycle times at signalised junctions can create significant congestion downstream, making cyclist progression more complicated and with an increased risk level. We continue to work with Westminster City Council (WCC) to deliver a network of cycle infrastructure across Westminster.</p>
<p>East-West cycle lanes which</p>	<p>This is something which we have a long term</p>

Issue Raised during consultation	TfL's response
<p>can be achieved by narrowing Harrow Road / Marylebone Road. All through E-W motor traffic should be using the A40, therefore the A404 does not require the present 3-lane design at junctions. Away from junctions there is space for bus-stop bypasses and protected cycle lanes due to the lack of active frontages on Harrow Road</p>	<p>intention of investigating with WCC. The aspirations would require a package of measures along Harrow Road and possibly wider to safeguard against rat running.</p> <p>The A404 is an important bus corridor and the road already operates above capacity. Similarly, the A40 is an incredibly busy road. If changes are proposed which make either of these roads busier - through reallocation of carriageway or displacement of vehicles - there would be a predictable displacement of vehicles across a wider area which would need to be very closely controlled to minimise the impact. A crucial approach is to reduce the volume of vehicles attempting to travel through the space. Discouraging car use is key to this.</p>
<p>Banning the left turn from Harrow Road into Edgware Road will force traffic to be diverted via Paddington Green and Church Street</p>	<p>Our modelling and survey data indicates that Paddington Green and Church Street can accommodate the expected 1-2 vehicles per minute (during the busiest period of the day) of left turning vehicles from the Harrow Road/Edgware Road junction. In addition to this dispersal, it is possible that traffic seeking to turn left will also seek additional routes to complete their journeys, distributing traffic across a wider area.</p>
<p>The phasing of the traffic lights at the Church Street/Edgware Road junction is likely to cause tailbacks on Church Street and even onto Paddington Green leading to both noise and air pollution for the nearby residents of the Hall Park Estate and students of the City of Westminster College</p>	<p>The traffic lights leading from Church Street onto Edgware Road, have been sensitively set to discourage use of Paddington Green and Church Street as a rat run. The easier the route is to use, the more likely drivers are to be encouraged to use it.</p> <p>Surveys indicate that there are an expected 1-2 additional left turning vehicles per minute (during the busiest period of the day) from the proposed banned turn at the Harrow Road / Edgware Road junction. Our modelling indicates that Paddington Green and Church Street can accommodate these flows without causing considerable disruption.</p>
<p>The increased number of vehicles turning left from Harrow Road into Paddington</p>	<p>As this is a borough road, we would encourage WCC to investigate provision of a pedestrian facility along Paddington Green.</p>

Issue Raised during consultation	TfL's response
<p>Green will make the crossing of Paddington Green at this junction less safe. Unlike the Edgware Road/Harrow Road junction there is no pedestrian crossing at this location.</p>	
<p>With 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.</p>	<p>Minimum early start timings exist, and signal timings are kept under constant review.</p>
<p>Propose that the two-stage crossing on Edgware Road south of the flyover is made into a direct crossing.</p>	<p>Provision of a straight across pedestrian crossing would require a longer cycle time on the signals, resulting in delays to all users of the junction. So although you would be able to cross in one stage, you would be required to wait for a longer time to cross in the first place.</p> <p>The pedestrian activity at this crossing is also significantly lower than the other arms of the junction.</p>
<p>They propose that Bell St is closed at its junction with Edgware Road in order to remove the risk of motor vehicles turning across people cycling</p>	<p>Making Bell Street entrance only from Edgware Road will remove the conflict of exiting vehicle as they push their way out into southbound Edgware Road. This has been observed on site on a number of occasions and the behaviour impedes southbound bus progression as well as increases risk of conflict. This proposal also enables the mouth of the junction to be tightened which will shorten the distance for pedestrians to cross the Bell Street junction when walking along Edgware Road.</p>
<p>Propose that the space outside Edgware Road Tube Station is decluttered (eg removal of the phone boxes). Ideally lane widths would be narrowed to allow a wider pedestrian space to be created at this key location.</p>	<p>We understand the pedestrian flows at this junction, particularly as waves exit the tube station. A review of street furniture during the design of this scheme enables the potential release of footway space back into active service. The scheme will also enable the western footway to the north of the flyover to be greatly increased. No lane width narrowing is proposed at this time as we need to maintain</p>

Issue Raised during consultation	TfL's response
	carriageway lanes at a safe width and with a consistency to avoid prominent pinch points which introduce safety concerns.
Suggest reversing the one way flow along Newcastle Place.	Newcastle Place is a borough road, so any investigations around the feasibility of reversing the one way flow, would be conducted by WCC. Due to plans to redevelop Newcastle Place potentially into a non-motorised vehicle pathway between the current redevelopment area to the north and the proposed redevelopment area to the south, it is understood that any proposed reversal of the one-way traffic flow on this road is not a viable suggestion.
Welcome the provision of a two-stage right turn for cyclists from Harrow Road into Edgware Road (south) but question why a similar facility is not proposed for the right turn from Edgware Road (north) into Harrow Road.	The early start would require an extra 4 seconds (minimum) of time in the signal cycle which would exacerbate delay on other approaches to the junction. This would be worth implementing if it provided the dual function of decreasing the possibility of left hook and enabling the two stage right turn. However, since there is no left turn from Marylebone Rd there is no safety benefit in those terms.
Allow cycles to exit Bell Street in order to maintain permeability for cyclists in the area.	This has been investigated by the design team but is not deemed possible within the current design and restrictions. TfL and WCC are keen however to ensure that cyclists are provided for. Alternative options will be investigated through WCC's emerging North Paddington Permeability Strategy. The strategy looks to strengthen pedestrian and cycle connections across North Paddington, in particular between Paddington Green and Church Street areas. TfL will work closely with WCC and cycle interest groups to ensure that we can find a satisfactory alternative.
Disappointment that the map included with the consultation did not expressly include information on the new route for traffic travelling from Harrow Road into Edgware Road northbound	<p>The map included with the consultation letter showed the improvements we proposed for the junction of Edgware Road and Harrow Road.</p> <p>Following a request to show the larger area as part of the consultation material, a map was put on to the website prior to the consultation launch so people could understand the geographical context of the scheme.</p>

Issue Raised during consultation	TfL's response
	This map was not designed to show a "new route for traffic" as we do not intend to sign post a new route for traffic as part of this scheme.

Next steps

We have reviewed comments made during the consultation exercise and we appreciate the responses we received.

Following the analysis of the comments made, we have decided to progress the project as consulted on to the next stage of the project which is detailed design.

We have considered the comments and issues raised during the consultation and have provided our response to these.

There were three additional elements to the safer junction project that we consulted on;

- Sustainable Drainage
- Charging point for electric taxi
- Extending the bus lane north of Newcastle Place

These elements were well supported in the public consultation and the proposals will be developed further using the feedback provided. Subject to funding being available, the development of these three elements will be coordinated as closely as possible with the Safer Junction scheme, however, may be delivered at a different time.