Edgware Road: Proposals for new pedestrian crossings, improved junctions and introducing a 20mph speed limit

Consultation report

April 2019
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Executive summary

This document explains the processes, responses and outcomes of the consultation on the following scheme for Edgware Road: Proposals for new pedestrian crossings, improved junctions and introducing a 20mph speed limit. The document also presents our responses to issues raised during the consultation.

Between 5 November 2018 and 23 December 2018, we consulted on proposals to improve five junctions on Edgware Road, between Marylebone Flyover and Marble Arch, and to introduce a 20mph speed limit. We received 584 responses to the consultation of which:

- 64% supported or strongly supported the changes to the five junctions; and,
- 59% supported or strongly supported the introduction of a 20mph speed limit.

As well as answering questions about the scheme, we sought written comments from consultation respondents. In analysing these views, the following supportive themes emerged most frequently:

- Scheme improves safety for pedestrians (8% of written comments)
- Scheme improves safety generally (4% of written comments)
- A 20mph limit will improve safety (3% of written comments)

The following common concerns emerged and are addressed in this report in Appendix 3

- Scheme worsens traffic flow (7% of written comments)
- 20mph schemes cause more pollution (4% of written comments)
- Scheme worsens safety for cyclists (3% of written comments)

Based on this feedback, we intend to proceed with the scheme and implement it as it was presented at consultation.
1 About the proposals

1.1 Introduction

We are proposing changes to junctions along Edgware Road, between the Marylebone Flyover and Marble Arch, which will improve safety for pedestrians, and other road users.

The five junctions being considered are:
- The Chapel Street/Praed Street Junction
- Sussex Gardens/Old Marylebone Junction
- Kendal Street/George Street Junction
- Connaught Street/Upper Berkeley Street Junction
- Seymour Street Junction

Our proposals include:
- Creating new pedestrian crossings, with green and red man signals
- Adding count down timers to new and existing crossings
- Creating more space for pedestrians on the pavement
- Limiting speed for vehicles to 20 miles per hour
- Providing new Advanced Stop Lines (cycle boxes) for cyclists

1.2 Detailed description

The section of Edgware Road between Marylebone Flyover and Marble Arch is a busy residential, shopping and dining area, a key transport route linking three Tube stations and Paddington National Rail station, and a major arterial road for buses and traffic moving around central London.

Despite large numbers of people using the road every day, the existing crossing facilities are poor. In some areas pedestrians cannot safely cross the road at all, at others the existing pedestrian crossings do not have green and red man signals indicating when it is safe to cross.

The need for new and improved crossings is particularly important as there are four nurseries, two primary schools and three secondary schools within two minutes’ walk. Large numbers of parents and children travel to and from these destinations by using Edgware Road and its side street crossings.

This section breaks down the changes we are proposing by junction.

The Chapel Street/Praed Street Junction with Edgware Road

We are proposing the following changes to this junction:
- Chapel Street – we will provide a new green and red man crossing opposite Marks and Spencer and Patisserie Valerie
- Edgware Road – we will provide a new green and red man crossing opposite Patisserie Valerie and Devonshire Pharmacy
- All crossings will have count down timers
- Kerb area on the corner of Praed Street and Edgware Road – we will extend this kerbed area to reduce the time it takes to cross the road as well as creating space for those waiting to cross
- Praed Street – we will create two lanes for right-turning traffic on Praed Street, changing the middle lane from a ‘straight ahead only lane’ to a ‘straight ahead and right turn lane’, to ease traffic flows on Praed Street
- Introduce an advisory cycle lane on Edgware Road south, outside Marks and Spencer
- Modify the existing advisory cycle lane on Praed Street to reflect the new junction layout
- New cycle boxes for cyclists at each arm of the junction

The Sussex Gardens/Old Marylebone Road Junction with Edgware Road

We are proposing the following changes to this junction:
- Edgware Road – we will install green and red man crossing signals to the existing crossing between Select and Save and Cambridge Court
- All crossings will have count down timers
- We will provide new cycle boxes for cyclists at each arm of the junction

The Kendal Street/George Street Junction with Edgware Road

This junction forms part of the Mayor of London’s Safer Junctions project and has been prioritised for improvements along with 72 other junctions in London. We are proposing the following changes here:
- We will provide green and red man crossings on all arms of the George Street and Kendal Street junction
- All crossings will have count down timers.
- We will provide a new cycle box and a mandatory cycle feeder lane for cyclists on George Street
- We will provide new cycle boxes for cyclists on each arm of the junction

The Upper Berkeley Street/Connaught Street Junction with Edgware Road

We are proposing the following changes to this junction:
- We will provide green and red man crossings on all arms of the Upper Berkeley Street and Connaught Street junction
- All crossings will have count down timers.
- We will provide a new cycle box and mandatory cycle feeder lane for cyclists on Connaught Street
- We will provide a new cycle box and mandatory cycle feeder lane for cyclists on Upper Berkeley Street
- We will provide new cycle boxes for cyclists on the north and south arms of the junction with Edgware Road
The Seymour Street Junction with Edgware Road

We are proposing the following changes in this junction:

- Seymour Street – we will provide a green and red man pedestrian crossing between Starbucks and Marble Arch House
- All crossings will have count down timers.
- We will provide new cycle boxes and mandatory cycle feeder lanes for cyclists on both East and West approaches of Seymour Street
- We will provide new cycle boxes for cyclists on the north and south arms of the junction on Edgware Road

A new 20mph speed limit on Edgware Road

Edgware Road currently has a 30mph limit. Introducing a 20mph limit for Edgware Road would protect pedestrians, cyclists and other vulnerable road users by:

- Reducing the number of collisions on Edgware Road
- Reducing the severity of collisions and the risk of serious injury or death

2 About the consultation

2.1 Purpose

The consultation presented two main elements:

- The improvements proposed to the five junctions
- The introduction of the 20mph limit

A secondary question was asked in relation to raising road junctions to assist with reducing speeds on Edgware Road. This is not being considered as part of the scheme but the consultation provided an opportunity to gauge whether people would support this measure.

The consultation material was available to view and comment on at: https://consultations.tfl.gov.uk/roads/edgware-road/

The consultation was designed to enable us to understand opinion about the proposed changes.

The potential outcomes of the consultation are:

- Modifying the scheme to include suggestions from the public
- Identifying and addressing issues that may not have been considered by the project team
- We abandon the scheme as a result of significant issues raised in the consultation

The objectives of the consultation were:

- To give stakeholders and the public easy to understand information about the proposal and allow them to respond
- To understand the level of support or opposition for the proposed changes
• To understand any issues that might affect the proposal of which we were not previously aware
• To understand concerns and objections
• To allow respondents to make suggestions

2.2 Who we consulted and how

We sought to understand the views of those living and working near to where our proposals would be implemented. We sent a letter to approximately 11,650 addresses along Edgware Road, between Marylebone Flyover and Marble Arch with an invitation to attend one of five exhibition events, organised with the Marble Arch BID (business improvement district).

We also issued an email to stakeholders to inform them of our consultation. A list of external stakeholders contacted is shown in Appendix A.

The consultation was published online on our consultation website between the 5 November 2018 and 23 December 2018.

Copies of the letter and the email we sent to stakeholders are shown in Appendix B.

3 About the respondents

3.1 How respondents heard about the consultation

<table>
<thead>
<tr>
<th>How respondents heard about consultation</th>
<th>Number of respondents</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Received an email from TfL</td>
<td>36</td>
<td>6%</td>
</tr>
<tr>
<td>Received a letter from TfL</td>
<td>51</td>
<td>9%</td>
</tr>
<tr>
<td>Read about in the press</td>
<td>11</td>
<td>2%</td>
</tr>
<tr>
<td>Saw it on the TfL website</td>
<td>39</td>
<td>7%</td>
</tr>
<tr>
<td>Social media</td>
<td>122</td>
<td>21%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>241</td>
<td>14%</td>
</tr>
</tbody>
</table>

3.2 How respondents identified themselves

The majority of respondents identified themselves as local residents or employed locally.

<table>
<thead>
<tr>
<th>How respondents identified themselves</th>
<th>Number of respondents</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>A local resident</td>
<td>152</td>
<td>26%</td>
</tr>
<tr>
<td>A local business owner</td>
<td>31</td>
<td>5%</td>
</tr>
<tr>
<td>Category</td>
<td>Responses</td>
<td>Percentage</td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td>-----------</td>
<td>------------</td>
</tr>
<tr>
<td>Employed locally</td>
<td>236</td>
<td>40%</td>
</tr>
<tr>
<td>A visitor to the area</td>
<td>67</td>
<td>11%</td>
</tr>
<tr>
<td>A Commuter to the area</td>
<td>62</td>
<td>11%</td>
</tr>
<tr>
<td>A taxi/private hire vehicle driver</td>
<td>69</td>
<td>12%</td>
</tr>
<tr>
<td>Not local but interested in the scheme</td>
<td>17</td>
<td>3%</td>
</tr>
<tr>
<td>Other (Please specify)</td>
<td>28</td>
<td>5%</td>
</tr>
</tbody>
</table>

4 Overview of responses

We received 584 responses. We asked eight questions relating to the proposals. The following tables detail the responses to each question. In some instances consultees did not answer every question asked, instead answering the question to a junction specific to them or another element of the project.

To what extent do you support or oppose our proposals for the Chapel Street/Praed Street Junction with Edgware Road?

<table>
<thead>
<tr>
<th></th>
<th>Responses</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Support</td>
<td>286</td>
<td>52%</td>
</tr>
<tr>
<td>Support</td>
<td>62</td>
<td>11%</td>
</tr>
<tr>
<td>Neither Support nor Oppose</td>
<td>16</td>
<td>3%</td>
</tr>
<tr>
<td>Oppose</td>
<td>49</td>
<td>9%</td>
</tr>
<tr>
<td>Strongly Oppose</td>
<td>132</td>
<td>24%</td>
</tr>
<tr>
<td>Not sure</td>
<td>4</td>
<td>1%</td>
</tr>
</tbody>
</table>

Overall, 63% of consultees who answered this question strongly supported or supported the changes to this junction. 33% of consultees who answered this question strongly opposed or opposed the changes to this junction.
Overall, 61% of consultees who answered this question strongly supported or supported the changes to this junction. 33% of consultees who answered this question strongly opposed or opposed the changes to this junction.

Overall, 63% of consultees who answered this question strongly supported or supported the changes to this junction. 32% of consultees who answered this question strongly opposed or opposed the changes to this junction.
Overall, 64% of consultees who answered this question strongly supported or supported the changes to this junction. 32% of consultees who answered this question strongly opposed or opposed the changes to this junction.

**To what extent do you support or oppose our proposals for the Upper Berkeley Street/Connaught Street Junction with Edgware Road?**

- **Strongly Support**: 262 (49%)
- **Support**: 69 (13%)
- **Neither Support nor Oppose**: 20 (4%)
- **Oppose**: 49 (9%)
- **Strongly Oppose**: 124 (23%)
- **Not sure**: 8 (2%)

Overall, 62% of consultees who answered this question strongly supported or supported the changes to this junction. 33% of consultees who answered this question strongly opposed or opposed the changes to this junction.

**To what extent do you support or oppose our proposals for the Seymour Street Junction with Edgware Road?**

- **Strongly Support**: 265 (50%)
- **Support**: 66 (12%)
- **Neither Support nor Oppose**: 17 (3%)
- **Oppose**: 48 (9%)
- **Strongly Oppose**: 125 (24%)
- **Not sure**: 9 (2%)

Overall, 62% of consultees who answered this question strongly supported or supported the changes to this junction. 33% of consultees who answered this question strongly opposed or opposed the changes to this junction.
Overall, 59% of consultees who answered this question strongly supported or supported the reducing the speed limit from 30mph to 20mph. 34% of consultees who answered this question strongly opposed or opposed reducing the speed limit from 30mph to 20mph.

While we are not proposing raising road junctions as part of the scheme, we had an opportunity to gauge what consultees thought about doing so.

Overall, 58% of consultees who answered this question strongly supported or supported the raising the road at junctions in order to reduce speeds. 35% of consultees who answered this question strongly opposed or opposed raising the road surfaces at junctions.
Overall, 64% of consultees who answered this question strongly supported or supported the changes to the junctions on Edgware Road. 33% of consultees who answered this question strongly opposed or opposed the changes to the junctions on Edgware Road.

**Most frequent comments raised by respondents**

<table>
<thead>
<tr>
<th>Comment</th>
<th>Percentage of overall comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheme improves safety for pedestrians</td>
<td>8%</td>
</tr>
<tr>
<td>Scheme worsens traffic flow</td>
<td>7%</td>
</tr>
<tr>
<td>Scheme improves safety generally</td>
<td>4%</td>
</tr>
<tr>
<td>20mph schemes cause more pollution</td>
<td>4%</td>
</tr>
<tr>
<td>20mph proposals will improve safety</td>
<td>3%</td>
</tr>
<tr>
<td>Scheme worsens safety for cyclists</td>
<td>3%</td>
</tr>
</tbody>
</table>

**4.1 Responses from Stakeholders in summary**

**Westminster City Council**

Westminster City Council stated that it broadly supports the project subject to;

- Reaching a mutually agreed position about any displaced through-traffic from the Strategic Road Network to within the greater Connaught Square area west of Edgware Road, or otherwise; and
- If traffic modelling does identify any such displacement that TfL agrees to fund and work with the City Council to design and build any mitigating scheme(s);
• If following the first 12 months after the scheme’s implementation any further traffic displacement is identified, TfL agrees to fund and work with the City Council to design and build any mitigating schemes.

Following trials of 39 20mph limits in 2017/18, the City Council will be looking to review the situation and potentially broaden their spread across the borough over the next year. So it would prefer any phasing of a 20mph limit on Edgware Road to be co-ordinated with any plans the City Council progresses across the same area.

**Marble Arch BID**

The BID represents 200 businesses in the area around Marble Arch and Edgware Road. In its BID proposal it identified that businesses wish to make the area safer and improve pedestrian crossings. The BID overwhelmingly supports the proposals.

The BID supports the 20mph speed limit but would like to ensure it is enforced as there are times at which traffic exceed the current 30mph limit. This is particularly the case at night. The BID also supports the raising of junctions on Edgware Road. The BID offers to communicate construction activity to its members.

**Issue specific groups**

It should be noted that two stakeholder groups encouraged their members to raise a blanket opposition to the scheme, these were:

• Taxi and private hire stakeholders – who were directed to blanket object to all elements of the proposals due to the proposed introduction of the 20mph limit. 69 consultation responders identified themselves as taxi and private hire drivers. 77% of this group strongly opposed or opposed the overall proposed changes to the junctions. None of these respondents strongly opposed while 13% supported the changes to the junctions. 91% of these stakeholders strongly opposed or opposed the 20mph limit. 2% strongly supported or supported the reduced speed limit.

• London Cycling Campaign – who felt that the scheme did not improve conditions for cyclists and directed its members to object on this basis. The focus of the scheme was improving crossing facilities for pedestrians and reducing the instances and severity of collisions by reducing the speed limit. Other schemes are being developed for cyclists.
5 Summary and conclusion

We received 584 responses to consultation. The majority were supportive of the improvements.

Having considered the responses to the consultation, we have decided to go ahead with scheme as proposed in the consultation. Subject to completing a detailed designed and appointing a contractor, we plan to start construction of the scheme in autumn 2019, with work completed in spring / early summer 2020. We will aim to minimise disruption caused by construction as much as possible and will notify local people before starting any works.

Our responses to issues commonly raised in the consultation is shown in Appendix C.
## Appendix A – List of stakeholders consulted

<table>
<thead>
<tr>
<th>Local authority and community</th>
<th>Hyde Park Ward</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cllr H Acton</td>
<td>Hyde Park Ward</td>
</tr>
<tr>
<td>Cllr A Adams</td>
<td>Hyde Park Ward</td>
</tr>
<tr>
<td>Cllr A Cox</td>
<td>Hyde Park Ward</td>
</tr>
<tr>
<td>Cllr B Arzymanow</td>
<td>Bryanston and Dorset Square Ward</td>
</tr>
<tr>
<td>Cllr R Beddoe</td>
<td>Bryanston and Dorset Square Ward</td>
</tr>
<tr>
<td>Cllr E Murphy</td>
<td>Bryanston and Dorset Square Ward</td>
</tr>
<tr>
<td>Cllr A Less</td>
<td>Church Street Ward</td>
</tr>
<tr>
<td>Cllr M Noble</td>
<td>Church Street Ward</td>
</tr>
<tr>
<td>Cllr A Toki</td>
<td>Church Street Ward</td>
</tr>
<tr>
<td>Cllr M Caplan</td>
<td>Little Venice Ward</td>
</tr>
<tr>
<td>Cllr L Dean</td>
<td>Little Venice Ward</td>
</tr>
<tr>
<td>Cllr M Green</td>
<td>Little Venice Ward</td>
</tr>
<tr>
<td>Cllr T Devenish</td>
<td>Knightsbridge and Belgravia Ward and London Assembly Member for Westminster and Royal Borough of Kensington and Chelsea</td>
</tr>
<tr>
<td>Cllr E Hitchcock</td>
<td>Knightsbridge and Belgravia Ward</td>
</tr>
<tr>
<td>Cllr R Robathan</td>
<td>Knightsbridge and Belgravia Ward</td>
</tr>
<tr>
<td>Cllr N Aiken</td>
<td>Westminster City Council Leader</td>
</tr>
<tr>
<td>Cllr T Mitchell</td>
<td>Westminster City Council Cabinet Member for Environment and City Management</td>
</tr>
<tr>
<td>G King</td>
<td>Westminster City Council - Strategic Transport</td>
</tr>
<tr>
<td>Marble Arch BID (inc members)</td>
<td></td>
</tr>
<tr>
<td>Paddington Partnership (inc members)</td>
<td></td>
</tr>
<tr>
<td>Hyde Park Estate Association</td>
<td></td>
</tr>
<tr>
<td>Sylvia Young Theatre School</td>
<td></td>
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<tr>
<td>Hampden Gurney CoE School</td>
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<tr>
<td>Central London Church</td>
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<tr>
<td>Christ Church Bentinck School</td>
<td></td>
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<tr>
<td>King Solomon Academy</td>
<td></td>
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<tr>
<td>Paddington Green Health Centre</td>
<td></td>
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<tr>
<td>Merchant Square Day Nursery</td>
<td></td>
</tr>
<tr>
<td>International Community School</td>
<td></td>
</tr>
<tr>
<td>St John’s Church</td>
<td></td>
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<tr>
<td>Portman Estate</td>
<td></td>
</tr>
<tr>
<td>Marylebone Association</td>
<td></td>
</tr>
</tbody>
</table>

### Police & Health Authorities
- Metropolitan Police
- Central London Community Healthcare NHS Trust
- London Ambulance Service
- London Fire Brigade
- St Mary’s Hospital (Imperial College Healthcare NHS trust)

### Transport Groups
- AA
- Alliance of British Drivers
- Association of Car Fleet Operators
<table>
<thead>
<tr>
<th>British Motorcyclists Federation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Confederation of Passenger Transport UK</td>
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<tr>
<td>Freight Transport Association</td>
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<tr>
<td>Road Haulage Association</td>
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<tr>
<td>Licensed Taxi Drivers' Association</td>
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<tr>
<td>Sustrans</td>
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<tr>
<td>Transport for All</td>
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<tr>
<td><strong>Other Stakeholders</strong></td>
</tr>
<tr>
<td>AGE Platform</td>
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<tr>
<td>Age UK</td>
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<tr>
<td>Alzheimer’s Society</td>
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<tr>
<td>British Dyslexia Association</td>
</tr>
<tr>
<td>BT</td>
</tr>
<tr>
<td>Campaign for Better Transport</td>
</tr>
<tr>
<td>The Department for Transport</td>
</tr>
<tr>
<td>Disability Rights UK</td>
</tr>
<tr>
<td>Guide Dogs for the Blind Association</td>
</tr>
<tr>
<td>Hearing Loss</td>
</tr>
<tr>
<td>Living Streets</td>
</tr>
<tr>
<td>London Cycling Campaign</td>
</tr>
<tr>
<td>London Gypsies and Travellers</td>
</tr>
<tr>
<td>Parcel Force</td>
</tr>
<tr>
<td>RNIB</td>
</tr>
<tr>
<td>Royal Society for Blind Children</td>
</tr>
<tr>
<td>Royal Mail</td>
</tr>
<tr>
<td>The Royal Parks</td>
</tr>
<tr>
<td>London Travel Watch</td>
</tr>
<tr>
<td>Stroke Association</td>
</tr>
<tr>
<td>Thames Water</td>
</tr>
<tr>
<td>Wild London</td>
</tr>
</tbody>
</table>
Appendix B - Consultation material
Stakeholder letter to c. 11,650 addresses

Transport for London

5 November 2018

Dear neighbour

Have your say on improving safety on Edgware Road: Proposals for new pedestrian crossings, improved junctions and introducing a 20mph speed limit

I’m writing to ask for your feedback on our proposals to make changes to Edgware Road between Marylebone Flyover and Marble Arch, which will improve safety for pedestrians and other road users by improving five key junctions:

- The Chapel Street / Praed Street Junction
- Sussex Gardens / Old Marylebone Junction
- Kendal Street / George Street Junction
- Connaught Street / Upper Berkeley Street Junction
- Seymour Street Junction

This section of Edgware Road between Marylebone Flyover and Marble Arch is a busy residential, shopping and dining area, a key transport route linking three Tube stations and Paddington National Rail station, and, a major arterial road for buses and traffic moving around central London.

Despite large numbers of people using the road every day, the existing crossing facilities are poor. In some areas pedestrians cannot safely cross the road at all, at others, the existing pedestrian crossings do not have green and red man signals indicating when it is safe to cross.

Our proposals include:

- Creating new pedestrian crossings, with green and red man signals
- Adding countdown timers to new and existing crossings
- Creating more space for pedestrians on the pavement
- Providing new Advanced Stop Lines (cycle boxes) for cyclists

We also propose to reduce the speed limit from 30mph to 20mph to reduce the number of collisions on Edgware Road and their severity. While this will result in a small expected increase in journey times for general traffic and buses at busier times of day, this will protect pedestrians, cyclists and other vulnerable road users.

MAYOR OF LONDON
Visit https://consultations.tfl.gov.uk/roads/edgware-road to view our plans and provide your feedback. You can also email consultations@tfl.gov.uk

We are working closely with Marble Arch London, the local Business Improvement District, to promote the plans. Marble Arch London has organised events at which you can meet our team and discuss the proposals and provide feedback in person:

- 20 November, 12pm to 2pm - Marble Arch House, 66 Seymour Street, W1H 5BT
- 21 November, 2:30pm to 4:30pm - Marriott Marble Arch, 134 George Street, W1H 5DN
- 28 November, 12 pm to 2pm - Capital House, 25 Chapel Street, NW1 5DH
- 28 November, 4:30 pm to 6:30pm - Edgware Road station (Chapel Street), 25 Chapel Street, NW1 5DH
- 6 December, 6pm to 8pm - St John’s Hyde Park, 18 Hyde Park Crescent, W2 2QD

Please take this opportunity to provide us with your feedback.

Yours sincerely

Penny Rees
Head of Network Sponsorship
Transport for London
Letter distribution area
Stakeholder email

Have your say on improvements to Edgware Road: Proposals for new pedestrian crossings, improved junctions and introducing a 20mph speed limit

Dear stakeholder

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Our proposals include:

- Creating new pedestrian crossings, with green and red man signals
- Adding count down timers to new and existing crossings
- Creating more space for pedestrians on the pavement
- Providing new Advanced Stop Lines (cycle boxes) for cyclists

We also propose to reduce the speed limit from 30mph to 20mph to reduce the number of collisions on Edgware Road and their severity. While this will result in a small expected increase in journey times, this will protect pedestrians, cyclists and other vulnerable road users.

Visit https://consultations.tfl.gov.uk/roads/edgware-road/ to view our plans and provide your feedback. You can also email consultations@tfl.gov.uk

You can also meet our team at events hosted by Marble Arch London, details of which are provided on the website.

Yours sincerely

The Consultation Team

Transport for London
Improving safety on Edgware Road: Proposals for new pedestrian crossings, improved junctions and introducing a 20mph speed limit.

Marble Arch London BID are hosting exhibitions right on your doorstep at which you can meet representatives from TfL and Marble Arch London BID to discuss the proposals and give feedback in person.

20 November 2018, 12pm to 2pm
Marble Arch House, 65 Seymour Street, London W1W 5BT

21 November 2018, 2:30pm to 4:30pm
Marriott Marble Arch, 154 George Street, London W1H 5DN

We look forward to seeing you at one of the exhibitions!
Have your say on improving safety on Edgware Road: Proposals for new pedestrian crossings, improved junctions and introducing a 20mph speed limit

Transport for London (TfL) are proposing changes to junctions along Edgware Road, between the Marylebone Flyover and Marble Arch, which will improve safety for pedestrians, and other road users.

Their proposals include:

- Creating new pedestrian crossings, with green and red man signals.
- Adding countdown timers to new and existing crossings.
- Creating more space for pedestrians on the pavement.
- Limiting speed for vehicles to 20 miles per hour.
- Providing new Advanced Stop Lines (cycle boxes) for cyclists.

What are TfL doing?
They want to make it safer and easier for pedestrians to cross Edgware Road and its side streets. There are two elements to the proposed changes: Improvements to five key junctions and a new 20mph speed limit on Edgware Road.

TfL will improve, replace or create new crossings at five junctions along Edgware Road. All new pedestrian crossings will include Pedestrian Countdown facilities and green and red man signals, to give pedestrians more information when crossing Edgware Road and its side streets. The junctions proposed to improve include:

- Chapel Street / Praed Street
- Sussex Gardens / Old Marylebone Road
- Kendal Street / George Street
- Connaught Street / Upper Berkeley Street
- Seymour Street

By prioritising safety in this way, there would be a small expected increase in journey times for general traffic including buses at the busiest times of the day.

TfL expect to start work on Edgware Road in autumn 2019, working closely with Marble Arch London, the local Business Improvement District (BID), to promote the project.

Before they proceed, we are asking for your feedback on the proposals so please take time to complete our feedback form.

Why are the improvements proposed?
The section of Edgware Road between Marylebone Flyover and Marble Arch is a busy residential, shopping and dining area and a key transport route, linking three Tube stations and Paddington National Rail station, and, a major arterial road for buses and traffic moving around central London.

Despite large numbers of people using the road every day, the existing crossing facilities are poor. In some areas, pedestrians cannot safely cross the road at all, and at others the existing pedestrian crossings do not have green and red man signals indicating when it is safe to cross.

The need for new and improved crossings is particularly important as there are four nurseries, two primary schools and three secondary schools within two minutes’ walk. Large numbers of parents and children travel to and from these destinations by using Edgware Road and its side street crossings.
The Chapel Street / Praed Street Junction with Edgware Road

TfL are proposing the following changes to this junction:

- On Chapel Street they will provide a new green and red man crossing between Marks and Spencer and Patissiere Valerie.
- On Edgware Road they will provide a new green and red man crossing between Patissiere Valerie and Devonshire Pharmacy.
- All crossings will have count down timers.
- They will extend the kerbed area on the corner of Praed Street and Edgware Road to reduce the time it takes to cross the road, as well as creating space for those waiting to cross.
- They will create two lanes for right-turning traffic on Praed Street, changing the middle lane from a ‘straight ahead only’ lane to a ‘straight ahead and right turn’ lane, to ease traffic flows on Praed Street.
- They will introduce an advisory cycle lane on Edgware Road south, outside Marks and Spencer.
- They will modify the existing advisory cycle lane on Praed Street to reflect the new junction layout.
- New cycle boxes for cyclists will be introduced at each arm of the junction.
The Sussex Gardens / Old Marylebone Road Junction with Edgware Road

**The Kendal Street / George Street Junction with Edgware Road**

TfL are proposing the following changes to this junction:

- They will install green and red man crossing signals to the existing crossing across Edgware Road between Select and Save and Cambridge Court.
- All crossings will have countdown timers.
- They will provide new cycle boxes for cyclists at each arm of the junction.

This junction forms part of the Mayor of London’s Safer Junctions project and has been prioritised for improvements along with 72 other junctions in London.

TfL are proposing the following changes to this junction:

- They will provide green and red man crossings on all arms of the George Street and Kendal Street junction.
- All crossings will have countdown timers.
- They will provide a new cycle box and a mandatory cycle feeder lane for cyclists on George Street.
- They will provide new cycle boxes for cyclists on each arm of the junction.
The Upper Berkeley Street / Connaught Street Junction with Edgware Road

TFL are proposing the following changes to this junction:

- They will provide green and red man crossings on all arms of the Upper Berkeley Street and Connaught Street junction.
- All crossings will have count down timers.
- They will provide a new cycle box and mandatory cycle feeder lane for cyclists on Connaught Street.
- They will provide a new cycle box and mandatory cycle feeder lane for cyclists on Upper Berkeley Street.
- They will provide new cycle boxes for cyclists on the north and south arms of the junction with Edgware Road.

The Seymour Street Junction with Edgware Road

TFL are proposing the following changes to this junction:

- They will provide a green and red man pedestrian crossing at Seymour Street between Starbucks and Marble Arch House.
- All crossings will have count down timers.
- They will provide new cycle boxes and mandatory cycle feeder lanes for cyclists on both east and west approaches of Seymour Street.
- They will provide new cycle boxes for cyclists on the north and south arms of the junction on Edgware Road.
A New 20mph speed limit on Edgware Road

Introducing a 20mph limit for Edgware Road would protect pedestrians, cyclists and other vulnerable road users by:

- Reducing the number of collisions on Edgware Road.
- Reducing the severity of collisions and the risk of serious injury or death.

Neighbouring TfL projects

There are a number of nearby schemes and developments, including the following three TfL projects, that do not form part of this consultation:

- Changes to the junction of Edgware Road with Burwood Place and Harrowby Street (opposite, top) have been consulted upon already as part of the Quietway 2 East West route. The Quietway proposals will be implemented separately to this project and will narrow the junction entrances and improve pedestrian crossing facilities.
- The Joe Strummer Subway at the junction of Edgware Road and the Marylebone flyover (opposite, centre) was closed in September 2018 in order to reduce crime and anti-social behaviour. TfL are developing proposals for the future of this space and will seek to preserve its cultural and heritage value. A separate consultation on these proposals will take place in the future.
- TfL are considering how to improve the junction of Edgware Road with Harrow Road (opposite, bottom). They are at an early stage of this project and will undertake a separate consultation in future.
Have your say

We’re asking for your feedback until Sunday 23 December 2018.
You can let us know what you think of these proposals by:

- Filling in the feedback form and handing it to one of the team today
- Completing the online questionnaire by visiting https://consultations.tfl.gov.uk/
- Emailing consultations@tfl.gov.uk
- Writing to TFL at FREEPOST TFL CONSULTATIONS

We look forward to hearing from you.

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Appendix C - Responses to issues commonly raised

We have summarised the main issues raised during the consultation and provided our response to those issues below.

- Scheme worsens traffic flow
- 20mph schemes cause more pollution
- Scheme worsens safety for cyclists

Scheme worsens traffic flow (7% of respondents)

This concern was primarily expressed by residents living in side streets that connect to Edgware Road. To support the consultation, we modelled expected traffic behaviour to predict how it could respond to the implementation of the pedestrian crossings and the 20mph speed limit.

The predicted changes are balanced against the benefits in safety that the new crossings and 20mph bring.

While this work uses sophisticated traffic models, traffic modelling is indicative only. We will continue to monitor the road following any changes made and liaise with local stakeholders as part of our ongoing management of Edgware Road, as we are the highway authority for London’s strategic road network (Red Routes).

Should evidence of significant displacement emerge, we will consider what interventions can be made.

Our modelling indicates that traffic displacement is more likely to take place further away from Edgware Road.

Locally, our modelling indicates the following:

- For vehicles traveling northbound and southbound on Edgware Road between Marble Arch and Harrow Road, an increase in up to a minute in journey times during the morning peak
- The four phase crossing provided at the junction of Praed Street, Chapel Street and Edgware Road may delay traffic turning onto Edgware Road from Praed Street

Traffic reassignment, the term for traffic using alternative roads, is predicted to take place generally on the following roads:

- Crawford Street
- Molyneux Street through to Seymour Place or Stourcliffe Road
- A slight increase in vehicles on Bayswater Road, travelling way from Marble Arch

During the evening peak, it is predicted that traffic will re-route westbound on along Marylebone Road or southbound along Seymour Place.

During the evening peak, southbound vehicles may reroute along Lancaster Gate into Bayswater Road.

During the evening peak, there is a predicted minor increase in vehicles travelling east and westbound on Sussex Gardens.
20mph schemes cause more pollution (4% of respondents)

4% of respondents believe the introduction of 20mph speed limit would cause more air pollution on Edgware Road.

The Mayor of London is delivering extensive plans to tackle London’s current poor air quality. We introduced the London Ultra Low Emission Zone (ULEZ) on 8 April 2019 which roads to the east of Edgware Road are included within. In 2021 this will be expanded to include the inner London area bounded by the North and South Circular roads, including Edgware Road and roads to the west.

We are also reducing air pollution from our bus fleet, reducing emissions from taxis and private hire vehicles, setting up five ‘Low Emission Neighbourhoods’ and expanding the electric vehicle charging network, making it simpler to use.

Scheme worsens safety for cyclists (3% of respondents)

We do not believe the scheme worsens conditions for people cycling along Edgware Road.

The project has been designed to address the lack, or unsuitability, of pedestrian crossings the risk and severity of vehicle collisions along this section of Edgware Road.

Where possible, we have made Advance Stop Lines (cycle boxes) available to people cycling which will provide them with a safer position at junctions. The 20mph limit will also provide vehicle drivers with more time to assess the road and react to changes, reducing the risk and severity of collisions with cyclists, pedestrians, motorcyclists or other vehicles.

Separately a new element of London’s cycle network is being delivered on Edgware Road at the junction of Burwood Place and Harrowby Street. This will provide people cycling with a quieter route on less busy streets, should they wish to avoid Edgware Road.