

North-South Cycle Superhighway Elephant & Castle to King's Cross

Response to Consultation
January 2015



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Executive summary

Between 3 September 2014 and 9 November 2014¹, Transport for London (TfL) consulted on proposals for a North-South Cycle Superhighway between Elephant & Castle and King's Cross. This document explains the processes, responses and outcomes of the recent consultation and sets out our response to issues commonly raised.

Context and summary of the proposals

The consultation material outlined how cycling in London has more than doubled in the last decade but that there are few special routes with facilities for cyclists. The North-South Cycle Superhighway was one of the measures outlined in the [Mayor's Vision for Cycling in London](#) which outlines the Mayor's plans to make cycling an integral part of the city's transport network.

We consulted on a continuous, largely segregated cycle route between Elephant & Castle and Farringdon station. Future consultation is planned for the rest of the route from Farringdon station to King's Cross for which detailed proposals were not included in the September 2014 consultation.

Proposals included:

- A wide, two-way kerb-segregated cycle track in the road, replacing some traffic lanes
- Redesigned junctions
- Banned turns except for cyclists, or other restrictions for motorists at various locations
- Changes to parking and loading arrangements
- Changes to bus stops
- Changes to footways and pedestrian crossings.

About the consultation

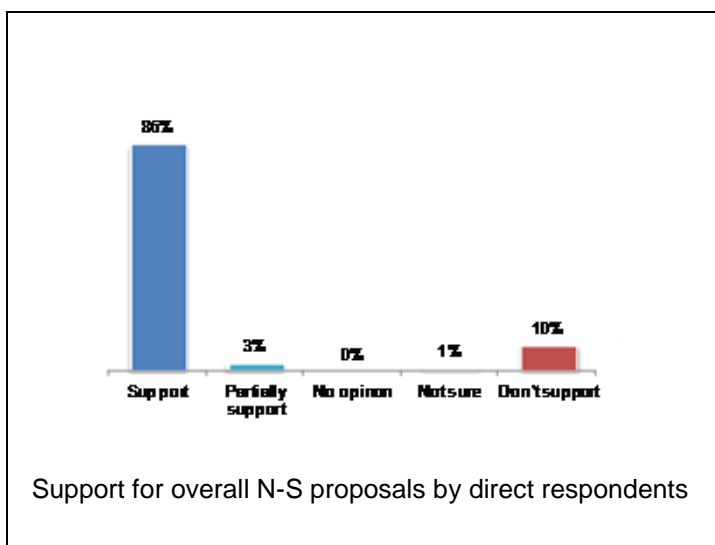
We undertook wide-ranging activity to raise awareness of the consultation, including:

- Leaflets to 230,000 addresses in postcodes in a 0.5 mile radius of the route
- Emails to over 2 million registered transport users on the TfL database (including Bus users, registered Oyster users, Congestion Charge payers, Barclays Cycle Hire members)
- Emails to over 700 stakeholder organisations
- Meetings with over 100 stakeholders prior to and during the consultation including meeting those on the proposed route
- Press releases and social media
- Press adverts and online including Google text ads, Facebook banners, postcode-targeted MMS messaging and face-to-face leafleting to promote consultation drop-in events.

¹ The original closing date was 19 October 2014 but the deadline was extended because of the large degree of interest generated by the proposals. We also accepted requests from key stakeholders for later submissions up until 30 November. Responses from two key stakeholders were received after this date and have been considered by TfL and included in this report

Overall responses

TfL received a total of 6,309 direct responses to the North-South Cycle Superhighway consultation. The majority of respondents supported the overall proposals, with 86% fully supporting and 3% partially supporting the proposals. 10% of respondents did not support the proposals. We also received 5,689² emails submitted using a template on the London Cycling Campaign website supporting both these proposals and those for the East-West Cycle Superhighway. With these the overall full support rate is 93% (11,998 responses).



The responses included submissions from over 73 stakeholder groups and individual businesses and employers representing a broad range of interests. These included local authorities, road user groups (bus, coach, cycle, freight, motor, motorcycle, taxi), business groups and individual businesses, emergency services, healthcare providers, universities and colleges, property developers, resident groups and a wide range of other organisations and employers across London and beyond. Of these responses from stakeholders and businesses 59% indicated full support for the proposals, 19% indicated partial support and 18% indicated opposition to the proposals.

Some of the main themes arising from comments on the overall proposals included:

General support: Including gratitude and excitement; suggestions that proposals would improve safety, encourage more to cycle, improve health, reduce congestion and enhance London more generally. Requests for staged implementation to better understand impacts. Requests for rapid implementation to deliver safety benefits as soon as possible

Design comments from supporters: Including support for segregation, requests for track width to be maximised, concerns about number of signalised crossings, requests for zebra crossings on the cycle track, scepticism towards cycle early-start junctions, requests for more planting of greenery

² not including duplicate submissions or people who had already responded to the consultation directly to TfL

Concerns about impact on traffic: Including congestion, journey times, banned turns, public transport. Also the economic and environmental impact of more congestion, longer journey times and the higher costs

Concerns about cyclist behaviour: Running red lights, erratic behaviour on roads, riding on pavements

Concerns about kerbside access: Loading, taxi drop-off/pick-up, deliveries/collections, permeability of the track, coach parking and stopping, impact on business and tourism

Allocation of spending: Cyclists “don’t pay” and shouldn’t be rewarded

Impact on pedestrians: Pedestrian conflict at shared space, longer and more complicated crossings, permeability of east-west (Waterloo to London Bridge) routes, bus stop bypass concerns, concerns over crossing the cycle track, impact on residents amenity but also support for footway extensions and new crossings

Requests for additional information from stakeholders: Such as more traffic modelling or environmental and economic information

Concerns raised at specific local sections of route included:

- Preference for routing via London Road rather than St George’s Road/Lambeth Road
- More direct/straight across pedestrian crossings along the southern end of Blackfriars Road/St George’s Circus
- Moving the pedestrian crossing on St George’s Road to better reflect the desire line
- Banning the left turn into The Cut and the impact on local traffic
- Making Ludgate Circus and Blackfriars Junction safer.

TfL’s response to consultation

Having considered responses received in consultation TfL intends to recommend to its Board that the North-South Cycle Superhighway between Elephant & Castle and King’s Cross be progressed to construction. TfL is continuing to explore options for the route north of Stonecutter Street taking into account the presence of developments such as Crossrail on this section of the route and will consult on the details in the near future. The developments will not hold-up construction of the route between Elephant & Castle and Stonecutter Street although with some changes to the proposals set-out for consultation. These changes are described in detail in Chapter 4 of this report and include:

- Change in the design of the unsignalised crossings at bus stop bypasses and most pedestrian crossings to be fully raised to footway level with a colour difference and tactile paving
- Relocation of a new pedestrian crossing on St George’s Road further north towards the Lambeth Road junction to better suit pedestrian desire lines and the needs of local schools
- Straight-across pedestrian crossings at Ludgate Circus rather than staggered pedestrians crossings
- Changes to the location of loading, motorcycle and taxi parking along the route as a response to discussing with frontages and a greater understanding of their loading and parking requirements
- Removal of the proposed 7.5t weight restriction on Union Street because of a change in the placement of traffic signals making it possible for large vehicles to turn into and out of Union Street.

TfL will recommend for its Board to grant approval for TfL Officers to take the final decisions on the short section of route north of Stonecutter Street.

Next steps

Subject to approval by TfL's Board we plan to start constructing some sections of the route in spring 2015 with completion planned for spring 2016. Works would be phased to minimise impact on the traffic network and would cater for pedestrians, cyclists and other road users as much as possible.

Construction would cause some disruption although we would work to minimise the impact as much as possible. We would keep those customers and road users potentially impacted by the construction activity informed of our plans and progress, including writing to local residents and businesses before undertaking work in their area. We would also provide road traffic information to help people better plan their journeys and make informed choices about how, where and when they travel and help to reduce the possible impact to their journeys.

1. Introduction

The Mayor's Vision for Cycling in London launched in March 2013 contains an ambitious target to double the number of people cycling in Greater London over the next decade. To achieve this growth Transport for London (TfL) is planning a far-reaching programme of cycling provision to make the capital's streets more attractive for cycling to more people, especially those groups currently under-represented among cyclists, including women, young people and older people.

Cycle Superhighways are TfL's flagship cycling programme and aim to provide a London-wide network of direct and high-capacity cycle routes, mostly along main roads. The Superhighways provide safe, comfortable and convenient journeys for anyone on a bicycle and essential links between London's suburbs and the city centre and for shorter journeys in-between.

In close consultation with our partners we proposed a continuous, largely segregated cycle route between Elephant & Castle and King's Cross. The North-South Cycle Superhighway would provide a clear and convenient route for cyclists, physically separated from other vehicles. We would create space for the new cycle route by reallocating road space from other traffic and changing the operation of some junctions.

We consulted on proposals for the North-South Cycle Superhighway between 3 September 2014 and 30 November 2014³. This document explains the processes, responses and outcomes of the recent consultation, and sets-out our response to issues commonly raised.

1.1 Purpose of the proposals

Cycling in London has more than doubled in the last decade. Bikes now make up around a quarter of rush hour traffic in central London⁴ - but there are few special routes or facilities for them. We are determined to ensure London's roads are as safe as they can be for cyclists. The proposed Superhighway would create a separated cycle corridor to improve safety and reduce conflict between motor vehicles and cyclists. It has been designed to encourage the large numbers of people who would like to cycle but currently feel unable to do so. Data from existing Barclays Cycle Superhighways suggests the new routes would also draw cyclists away from other routes in central London which are less suitable for them.

1.2 Description of the proposals

The new The North-South Cycle Superhighway would provide a continuous route between Elephant & Castle and King's Cross, although this consultation relates to the route from Elephant & Castle to Farringdon station. The southern section between Elephant & Castle and Farringdon station would be a continuous substantially segregated two-way cycle track which would provide a clear and convenient route for cyclists, physically separated from other vehicles. We would create space for the new cycle route by reallocating road

³ The original closing date was 19 October, but the deadline was extended because of the large degree of interest generated by the proposals and to give our key partners longer to consider them

⁴ Source: TfL Cycle Census 2013

space from other traffic and changing the operation of some junctions. North of Farringdon station the route is planned to connect to a new 'Quietway' back-street cycle route.

This would provide cyclists with a route through central London on low-traffic streets and will be consulted on separately.

The new route would start at Elephant & Castle where it would connect to the existing Barclays Cycle Superhighway Route 7 (CS7) at Princess Street. From Elephant & Castle the North-South Cycle Superhighway would run along St George's Road, through St George's Circus, along Blackfriars Road and cross Blackfriars Bridge before connecting to the proposed East-West Cycle Superhighway on the north bank of the River Thames. It is planned to then continue to King's Cross using New Bridge Street, Farringdon Street, Farringdon Road and quieter backstreet roads.

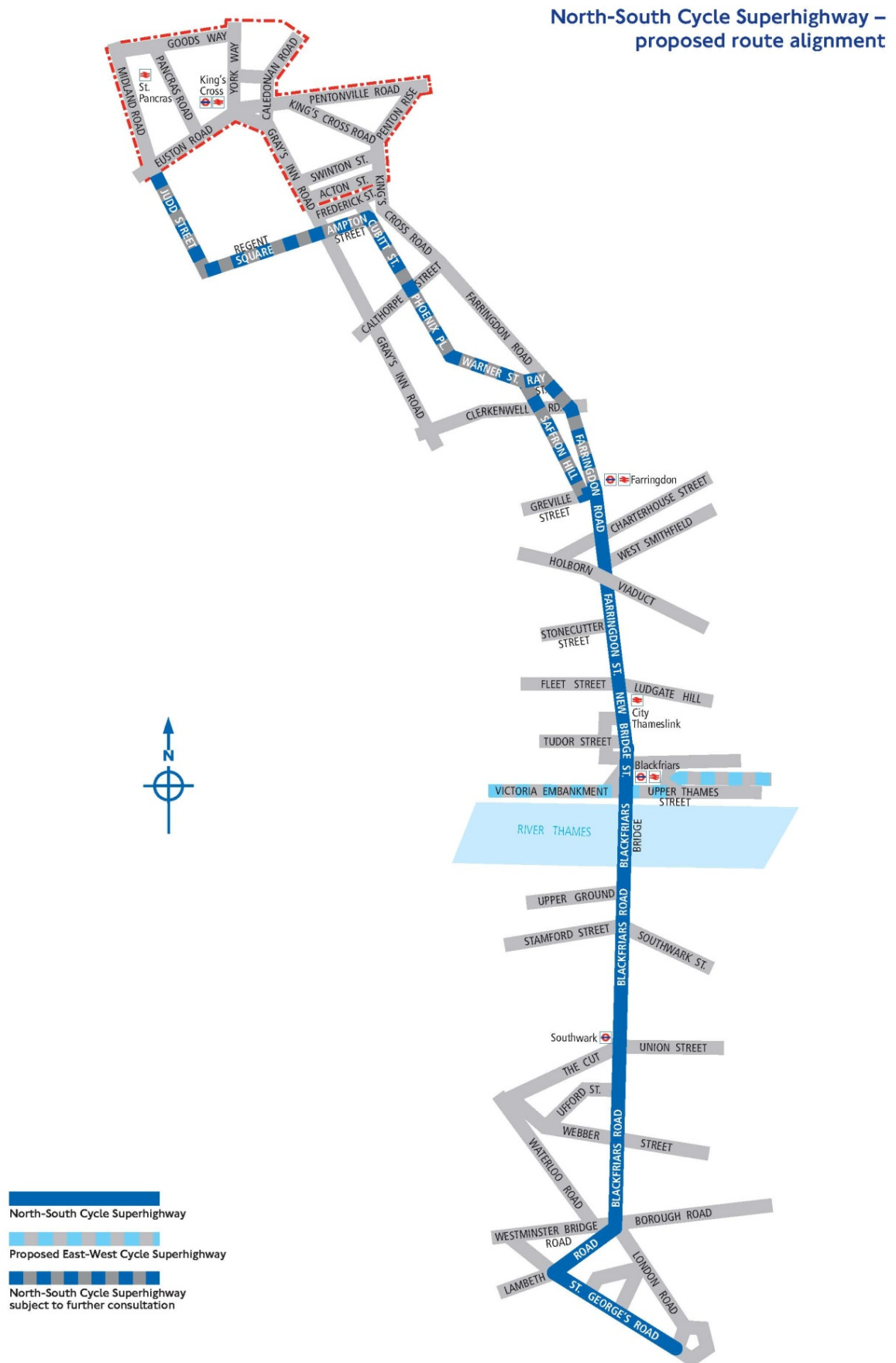
Proposed road layout changes include:

- Two-way segregated cycle track replacing some traffic lanes
- Banned turns for motorists
- Redesigned junctions including Stamford Street, St George's Circus, Ludgate Circus
- New pedestrian crossings
- Bus stop bypasses for cyclists
- Removing street clutter
- Removing or relocating parking/loading bays.

Future extension of the route north to King's Cross will be investigated in conjunction with the King's Cross Improvement scheme.

The proposed route along Blackfriars Road would help in the significant regeneration of this road. This is a shared aspiration with Southwark Council and has already started with many new developments underway.

1.3 Overview map of proposed route alignment



2. Consultation

2.1 Consultation structure

The North-South Cycle Superhighway consultation ran from 3 September to 9 November 2014. The original closing date was 19 October but the deadline was extended because of the large degree of interest generated by the proposals.

Information on the consultation including the full detail of the proposals consulted on can be viewed at www.tfl.gov.uk/cycle-north-south. The proposals were broken down into 15 sections with two options for the last three sections:

1. Section 1a: St George's Road
2. Section 1b: St George's Road
3. Section 2a: Westminster Bridge Road
4. Section 2b: St George's Circus
5. Section 3a: Blackfriars Road
6. Section 3b: Blackfriars Road
7. Section 3c: Blackfriars Road
8. Section 3d: Blackfriars Road
9. Section 3e: Blackfriars Road
10. Section 3f: Blackfriars Bridge
11. Section 4a: Blackfriars Junction
12. Section 4b: New Bridge Street
13. Section 4c: Farringdon Street (Option A)
14. Section 4d: Farringdon Street (Option A)
15. Section 4e: Farringdon Road (Option A)
16. Section 4c: Farringdon Street (Option B)
17. Section 4d: Farringdon Street (Option B)
18. Section 4e: Farringdon Road (Option B)

For each section and the overall proposals respondents were asked about their level of support for the proposals ('support', 'partially support', 'don't support', 'not sure', 'no opinion'). Respondents were also given an opportunity to provide comments on each section of the proposals and the overall proposals.

Respondents were also asked to submit their name, email address, postcode, along with information about their cycling and other travel habits. All questions were optional apart from the question asking for overall views on the proposals. Other information, such as the respondent's IP address and the date and time of responding, was recorded automatically. All data is held under conditions that conform to the requirements of the Data Protection Act 1998.

2.2 Consultation material, distribution and publicity

On 3 September 2014 detailed information on the proposals was published at www.tfl.gov.uk/cycle-north-south. This consultation information included a leaflet with route overview maps, detailed design drawings of each section, visualisations of St George's Circus, Blackfriars Road and Ludgate Circus and descriptions of the proposals.

Additional information summarising [benefits and impacts for other road users](#) was added to the consultation website on 25 September 2014. This included a summary of predicted

journey time impacts through the proposals area. We alerted people to this additional information by including a prominently-placed note on the website and by emailing stakeholders and consultation respondents who had provided email addresses. We also provided a website <https://consultations.tfl.gov.uk/cycling/7e3b634b>. This complemented an overview of the potential traffic impacts which was summarised in the main consultation leaflet and on the website. The website advised people to check back for further traffic modelling information. Those who had already submitted responses and supplied email addresses were advised that further information was available and were offered the opportunity to submit additional comments. Respondents with a particular interest in the traffic modelling data were invited to contact TfL officers and were provided with tailored detailed briefings and information.

Paper copies of the consultation information was also made available via Freepost on request and on large format displays at the public events. Paper response forms were also available at public events, where members of the project design teams were present to discuss the proposals with visitors and answer questions.

A small number of respondents chose to comment on the proposals by telephone. Their views were captured by TfL's Customer Services agents and added to the consultation responses.

The consultation information was publicised via:

Leaflet to addresses

We sent a multi-page colour A5 leaflet outlining the proposals to 230,000 addresses in postcodes in a 0.5 mile radius of the proposed route alignment. The leaflet and distribution map are in Appendix D. The leaflet summarised the proposals and gave a link to the online consultation information and survey. There was a 12 page leaflet outlining the proposals for the North-South route and a 28 page leaflet which also summarised the proposals for the East-West Cycle Superhighway. The latter was sent to addresses in postcodes in a 0.5 mile radius of both East-West and North-South routes (including the entire City of London which were hand delivered).

Letters and visits to properties directly affected by the changes to parking and loading arrangements

We delivered a letter detailing specific local proposed changes to parking, loading and access to all the frontages along the route. We also visited them to ensure they were aware of the proposals and we were aware of their parking, loading and access arrangements and requirements.

Emails to individuals

We emailed over 2 million people on the TfL database who are known to cycle, drive or use public transport in the area (see the email in Appendix E). The email briefly described the proposals and invited recipients to find out more and respond via the consultation website.

Emails to stakeholders

We emailed over 700 stakeholder organisations (Appendix F). The email contained a summary of the proposals and a link to the consultation website.

Meetings with stakeholders

We met over 100 stakeholders prior to and during the consultation including meeting frontagers.

Press and media

The Mayor of London issued press releases on 3 September and 25 September 2014 announcing the start of consultation and publication of traffic modelling data respectively. The consultation was advertised in the London Evening Standard on 1, 8 and 9 September and 6 and 20 October and 3 November, and had widespread coverage in national, pan-London and local media throughout the consultation period. This included at least 26 features on broadcast media, 42 articles in newspapers and magazines and 70 online articles.

Other promotion

We had Google text ads, used social media including Facebook display banners, postcode-targeted MMS messaging and face-to-face leafleting to promote consultation drop-in events.

2.3 Stakeholder meetings

Local Authorities

- City of London Corporation
- Southwark Council
- Lambeth Council
- Islington Council
- Camden Council

Parliament, politicians

- All Party Parliamentary Cycling Group
- Simon Hughes MP
- Kate Hoey MP
- Councillor Adele Morris, Southwark Liberal Democrats' deputy leader and spokesperson for regeneration
- Councillor Mark Williams, Southwark Cabinet Member for Regeneration, Planning and Transport

Emergency services

- City of London Police
- Metropolitan Police Service
- London Ambulance Service
- London Fire Brigade

Transport and road user groups

- Brewery Logistics Group
- Confederation of Passenger Transport
- Freight Transport Association
- London Cab Ranks Committee
- London Cycling Campaign
- London TravelWatch
- Royal Mail
- RAC

- Sustrans

Accessibility Groups

- City of London Access Group
- London Visual Impaired Forum
- Guide Dogs

Business groups and businesses

- CBI
- Federation of Small Businesses
- London First
- London Chamber of Commerce and Industry
- Waterloo Quarter BID
- Better Bankside BID
- Smithfield Market Tenants' Association

Local interest groups

- Southbank Forum
- Peabody Blackfriars Estate, Webber Row, Duchy Street and Ipsden
- Southwark Living Streets and Cycling Campaign
- Notre Dame RC Secondary Girls' School
- Blackfriars Road Steering Group

2.4 Public consultation events

We held or attended over 25 public events on or near the proposed route so that people could discuss proposals with the project team and provide feedback. These included:

South Bank Forum, Coin Street neighbourhood centre, Stamford Street, SE1
Thursday 4 September, 19:00 - 21:00

Queen Street Place, EC4
Tuesday 9 September, 0745 - 1000

Blackfriars Underground station concourse, EC4V 4DY
Wednesday 10 September, 1600 - 2000
Thursday 18 September, 1600 – 2000
Thursday 2 October, 1600 - 2000

Walbrook Wharf, 78-83 Upper Thames Street, EC4R 3TD
Thursday 11 September, 1600 - 2000
Thursday 25 September, 1600 – 2000

City of London Guildhall, Gresham Street, EC2V 7HH
Wednesday 17 September, 0700 - 1000, 1200 - 1400, 1600 - 2000

Southwark Living Streets, Royal Oak, 44 Tabard Street SE1 4JU
Thursday 18 September, 19:00 - 21:00

Palestra, 197 Blackfriars Road, SE1 8NJ - CR1 Ground floor
Monday 22 September, 1600 - 2000

Friday 10 October, 1600 - 1800

Exchanging Places event, Rennie Street, SE1

Tuesday 30 September, 07:30 – 10:00

Access All Areas Accessibility roadshow, Excel centre, E16 1XL

Thursday 2 October, 1000 - 1600

Peabody Blackfriars Road Estate, Basketball Court

Tuesday 14 October, 16:30 - 18:30

London Southbank University, The Keyworth Centre Lobby

Thursday 30 October, 12:00 - 13:00

London Southbank University, London Road Building Concourse

Friday 31 October, 12:00 - 13:00

Simon Hughes MP constituency meeting, Palestra, 197 Blackfriars Road, SE1 8NJ - CR1 Ground floor

Thursday 18 December, 17:00 - 21:00

We also held several events on Blackfriars Bridge and Southwark Bridge handing-out leaflets. Leaflet distributors also walked around the City of London handing-out leaflets.

Individuals and stakeholders were invited to respond by either using the online survey on our website, by emailing TfL at consultations@tfl.gov.uk, or by filling in a paper feedback form available at events or by post on request.

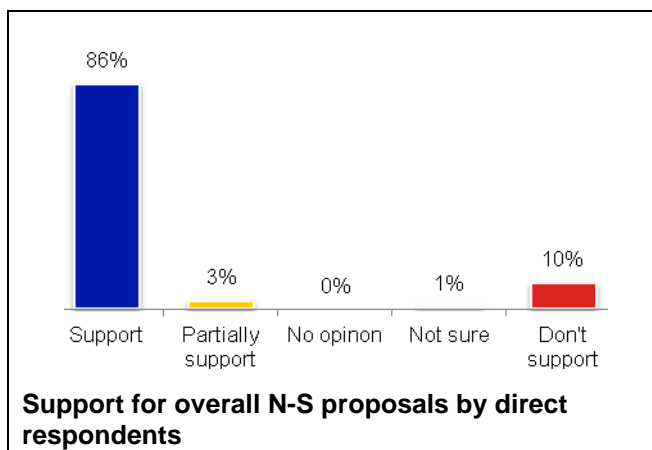
3. Responses to consultation

TfL commissioned JMP Consultants to analyse responses to the North-South Cycle Superhighway consultation.

3.1 Overview of consultation responses

Overall support

TfL received a total of 6,309 responses to the ‘overall’ aspect of the North-South Cycle Superhighway consultation. The majority of respondents supported the overall proposals for North-South Cycle Superhighway with 86% (5417) fully supporting and 3% (213) partially supporting the proposals. 10% of respondents (622) did not support the proposals and 1% (35) either had no opinion or were not sure.



Support for each section

Individual sections of the consultation were completed by between 38% to 50% of the overall pool of respondents with Section 1a receiving the most feedback and Section 4d (Option B) receiving the least feedback.

Table 1 Summary of responses to the North-South Cycle Superhighway consultation

	Fully support		Partially support		Full + partial		Not sure		No opinion		Do not support	
	#	%	#	%	#	%	#	%	#	%	#	%
All	5409	86%	213	3%	5622	89%	38	1%	19	0%	622	10%
1a	2448	87%	64	2%	2512	89%	21	1%	20	1%	256	9%
1b	2259	86%	84	3%	2343	89%	16	1%	11	0%	249	10%
2a	2143	85%	75	3%	2218	88%	40	2%	26	1%	246	10%
2b	2130	86%	15	1%	2145	86%	15	1%	9	0%	242	10%
3a	2155	87%	46	0%	2201	88%	8	0%	6	0%	254	10%
3b	2107	88%	37	0%	2144	88%	9	0%	6	0%	241	10%
3c	2075	87%	53	2%	2128	89%	8	0%	8	0%	239	10%
3d	2055	88%	41	2%	2096	89%	8	0%	6	0%	235	10%
3e	2035	87%	63	1%	2098	87%	15	1%	3	0%	233	10%
3f	2083	87%	46	2%	2129	89%	12	1%	5	0%	236	10%
4a	2041	86%	64	1%	2105	87%	13	1%	3	0%	241	10%
4b	2028	87%	64	0%	2092	87%	5	0%	8	0%	230	10%
4cA	1859	82%	82	4%	1941	86%	50	2%	30	1%	243	11%
4dA	1783	81%	106	5%	1889	86%	41	2%	31	1%	243	11%
4eA	1756	80%	87	4%	1843	84%	60	3%	41	2%	243	11%
4cB	1555	73%	148	7%	1703	80%	94	4%	43	2%	298	14%

4dB	1565	74%	143	7%	1708	81%	81	4%	40	2%	290	14%
4eB	1550	73%	143	7%	1693	80%	87	4%	49	2%	298	14%

3.2 About the responses

Responses by postcode

Over 650 different postcode districts were represented in respondents' postcode data. The majority of respondents were located within Greater London.

Approximately 22% of respondents lived in one of the top 10 postcode districts as shown in Figure 2. The top 10 districts tended to be located in southeast and north London, particularly districts near to the proposed North-South route.

Consultation source

The most common source by which respondents heard about the consultation was by email (62%/2626) followed by receiving a leaflet through the door (7%/296). Five per cent of respondents (192) heard about the consultations through online advertisements.

Twenty one per cent of respondents (901) heard about the consultations through an 'other' source not listed in Figure 3. Among these 'other' sources the most common were news outlets including print, web, and TV (27%/246), social media (27%/246), word of mouth (24%/218), cycling groups (11%/97), other websites (7%/61), and cycling blogs (5%/49).

Comments on the consultation

Nine hundred and sixty seven respondents (15% of all respondents) answered the question asking for any comments on the consultation process (for example printed materials, website, events). Four hundred and fifty six of these respondents left no comments (saying "No", "No Comment", "N/A" or were unrelated to the question).

The main themes arising included:

- 219 respondents (3%) gave general praise for the material and website/ leaflet content and design of consultation
- Suggestions that the consultation should have been better publicised (91 respondents / 1%) including in local papers, more events, emails and along the proposed cycle routes
- 39 respondents (1%) suggested that additional information should have been provided such as greater impact on journey times and impact on local residents

Figure 1 Top 10 postcode districts

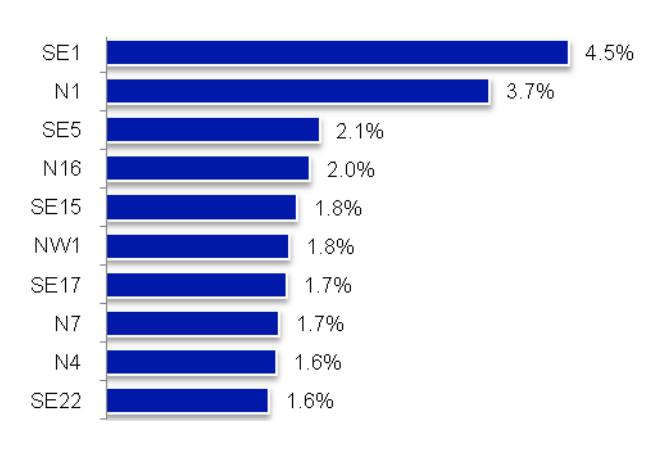
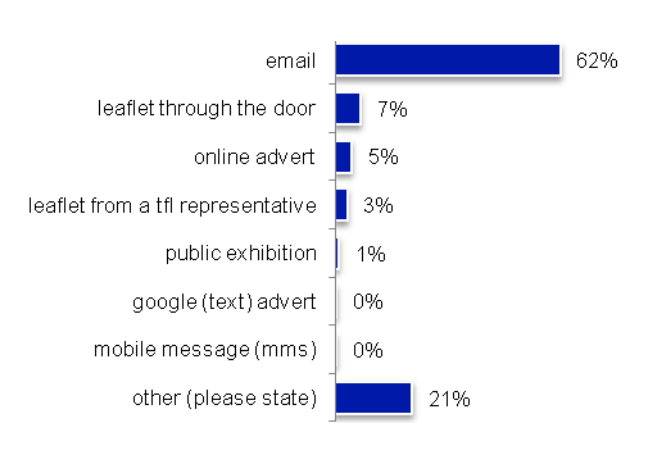


Figure 2 How did you hear about this consultation?



- 133 respondents (2%) also stated that the consultation was too time consuming or had a poor structure and design which made it difficult to complete
- A further 32 respondents (1%) said that certain parts of the consultation were unclear, in particular the details of some maps and images.

Cycling habits

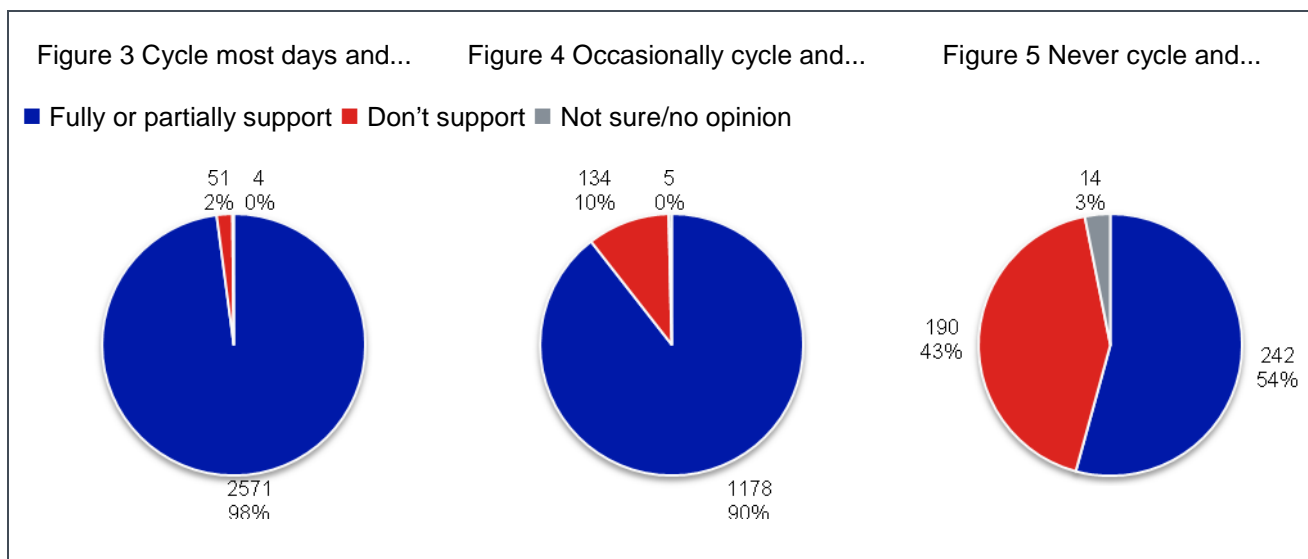
Among respondents who answered the optional question about cycling habits the majority are regular cyclists with 60% (2626) riding on most days and 14% (616) riding about once weekly. Less frequent riders account for 16% of respondents (701), while 10% (446) never cycle.

Table 2 On average, how often do you cycle?

Most days	60% (2626)
About once a week	14% (616)
About 1–3 times a month	8% (353)
Less often	8% (348)
Never	10% (446)
Total answered (of 6301)	70% (4389)
Not answered (of 6301)	30% (1913)

Respondents who cycle most days

welcome the proposals. Ninety six per cent of respondents (2509) fully support and 2% (62) partially support the overall proposals. Occasional cyclists are also very favourable to the proposals with 90% (1178) fully or partially supporting the proposals. Just over half of those respondents who never cycle (54%/242) also support the proposals.



3.3 Summary of comments

Total	Yes	Partially	Yes and partially	No opinion	Not sure	No
6,309	86%	3%	89%	1%	1%	10%

General themes from supporters included gratitude and excitement saying that the proposals would improve safety, encourage more people to cycle, improve health, reduce congestion and enhance London more generally. Some supporters raised concerns about the impact on traffic and the ability to cross the cycle track to access bus stops.

Concerns raised by those who did not support the proposals centred on crossing the track, concerns about congestion, journey times, banned turns and impacts on public transport.

Also highlighted were the economic and environmental impacts of more congestion. A number of comments focused on cyclist behaviour, for example running red lights. A number of comments were received regarding kerbside access and the associated business impacts. Some concerns were raised regarding the impacts on pedestrians, for example the potential for pedestrian conflict at shared space, longer and more complicated crossings, and concerns regarding bus stop bypasses.

Amongst stakeholders key supporters included the London Borough of Southwark, City of London Police, London Cycling Campaign, Sustrans and other cycling campaign groups, Chartered Institute of Highways and Transportation, GLA Transport Committee, a number of universities and colleges, and a number of healthcare providers.

Some stakeholders expressed support for the proposals generally but set-out specific detailed requests. These included the London Borough of Camden, the Metropolitan Police, London Travelwatch, and Living Streets.

Stakeholders who did not support the proposals included taxi and coach operators, HGV, LGV and PSV driver trade unions and motoring groups. Concerns mainly focused on kerbside access, journey time impacts for motorists, public transport and pedestrians, potential for pedestrian/cyclist conflict, and air quality impacts.

Responses from pedestrian and accessibility groups included Guide Dogs for the Blind, Wheels for Wellbeing, Age UK, Thomas Pocklington Trust, and Disabled Motoring UK. Concerns were raised regarding bus stop bypasses and potential for pedestrian/cyclist conflict. Requests included the need for the track to be useable by non-standard bicycles such as trikes and handcycles, and requests for more tactile paving.

The main business groups that responded expressed concerns over:

- Request for evidence and background data prior to a decision being taken including a cost-benefit and demand analysis, and environmental and economic impact assessments
- Longer journey times on strategic roads including impact of banned turns and 'gating' traffic in outer London
- Loading across cycle lanes, reduction in parking and loading
- Traffic and kerbside impacts reducing London's attractiveness to investors

They made alternative suggestions including peak-only cycle lanes, semi-segregation, alternative routes, and redesign including changes to kerbs and footway provision to increase traffic capacity.

Following the consultation TfL has taken into account responses and produced a Consultation Response (see Appendix C) which has informed revised proposals for the route.

3.4 Stakeholder responses

The responses included submissions from over 73 stakeholder groups and individual businesses and employers, representing a broad range of interests. These included local

authorities, road user groups (bus, coach, cycle, freight, motor, motorcycle, taxi), business groups and individual businesses, emergency services, healthcare providers, universities and colleges, property developers, resident groups and a wide range of other organisations and employers across London and beyond. Of these responses from stakeholders and businesses 59% indicated full support for the proposals, 19% indicated partial support and 18% indicated opposition to the proposals.

Some of the main themes arising from comments on the overall proposals included:

<p>General support: Including gratitude and excitement; suggestions that proposals would improve safety, encourage more to cycle, improve health, reduce congestion and enhance London more generally. Requests for staged implementation to better understand impacts. Requests for rapid implementation to deliver safety benefits as soon as possible</p>
<p>Design comments from supporters: Including support for segregation, requests for track width to be maximised, concerns about number of signalised crossings, requests for zebra crossings on the cycle track, scepticism towards cycle early-start junctions, requests for more planting of greenery</p>
<p>Concerns about impact on traffic: Including congestion, journey times, banned turns, public transport. Also the economic and environmental impact of more congestion, longer journey times and the higher costs</p> <p>Concerns about cyclist behaviour: Running red lights, erratic behaviour on roads, riding on pavements</p> <p>Concerns about kerbside access: Loading, taxi drop-off/pick-up, deliveries and collections, permeability of the track, coach parking and stopping, impact on business and tourism</p> <p>Allocation of spending: Cyclists “don’t pay” and shouldn’t be rewarded</p> <p>Impact on pedestrians: Pedestrian conflict at shared space, longer and more complicated crossings, permeability of east-west (Waterloo to London Bridge) routes, bus stop bypass concerns, concerns over crossing the cycle track, impact on residents amenity but also support for footway extensions and new crossings</p> <p>Requests for additional information from stakeholders: Such as more traffic modelling or environmental and economic information</p>

Concerns raised at specific local sections of route included:

- Preference for routing via London Road rather than St George’s Road/Lambeth Road
- More direct/straight across pedestrian crossings along the southern end of Blackfriars Road/St George’s Circus
- Moving the pedestrian crossing on St George’s Road to better reflect the desire line
- Banning the left turn into The Cut and the impact on local traffic
- Making Ludgate Circus and Blackfriars Junction safer.

3.5 Campaigns and petitions

Template emails received from London Cycling Campaign website

The London Cycling Campaign (LCC) provided a template email on its website supporting the North-South and East-West Cycle Superhighways proposals. Visitors to the site were able to edit the template to include their own comments or send it unmodified. They were also asked to include their email address and postcode.

The LCC template email offered broad support for the proposals while requesting additional provision for cyclists in some areas. The main points raised were:

- Tens of thousands of Londoners want to use their bikes to get around, yet many won't do so as they find streets too dangerous to cycle
- Support for wide, segregated cycle tracks on roads with high volume or speeds of motor traffic, and the reallocation of road space to enable this
- Support for junctions that design-out the possibility of cyclists being hit by turning motor traffic
- Support for routes that are direct and convenient.

Approximately two weeks into the consultation the template email changed to include a further paragraph which stated:

- I am aware that TfL has modelled the impact of the proposals on motor traffic and understand that there will be traffic delays to some in the short-term. However, making cycling through central London safe will bring immense long term benefits including reduced congestion, improved air quality, and a healthier workforce.

Additional issues raised in the altered emails included:

Safety

- General safety (for other cyclists/road users): 109 (29%)
- Personal safety (for self and/or individuals known to the respondent): 102 respondents (27%)
- Friend/loved one was killed: 2 (1%)

Personal experience and impact of proposed Superhighways on behaviour

- I currently cycle: 125 (33%)
- Would encourage more cyclists and cycle journeys, either self or others: 46 (12%)
- Proposals are relevant for visitors to London: 23 (6%)
- Could encourage cycling to be more inclusive/diverse: 16 (4%)
- Lapsed cyclist or won't cycle currently: 14 (4%)
- A family member has stopped cycling: 3 (1%)
- Forbidden a child from cycling or unwilling to see a child cycling: 3 (1%)

Impacts on other modes of transport and environment

- Will improve the air quality/the environment: 65 (17%)
- Traffic is bad/will reduce traffic/congestion: 34 (9%)
- Relieves pressure on other modes /helps to 'keep London moving': 20 (5%)

Design and purpose

- Suggestion or request concerning the proposals or cycling in London in general: 64 (17%)
- Examples of good cycling facilities elsewhere: 32 (9%)
- Request to take account of feedback from other named organisations and experienced cyclists: 6 (2%)

Other personal benefits/advantages

- Cycling brings physical or unspecified health benefits: 58 (15%)
- Cycling brings miscellaneous benefits relating to mental health/quality of life: 24 (6%)
- Cycling is cost effective: 7 (2%)

- Cycling is quick: 7 (2%)

Other overall benefits

- Good for business/economy: 16 (4%)
- Chance for London to be a leader/set an example for others to follow: 12 (3%)
- Reduces burden on NHS: 7 (2%)
- Good for pedestrians: 4 (1%)

Other comments

- General comment about cycling policy/state of affairs: 44 (12%)
- A request to implement similar schemes/cycling improvements elsewhere: 16 (4%)
- Other evidence or reasons given to support the proposals: 12 (3%)
- Other positive comment about the proposals: 12 (3%)
- A request to not delay the implementation of the proposal: 9 (2%)
- Other negative comment about the proposals: 9 (2%)
- Other evidence or reasons given to oppose the proposals: 6 (2%)
- Blue paint cycle lanes with no segregation are inadequate: 5 (1%)
- Any downsides of the proposals are outweighed by the benefits: 4 (1%)
- Cost of proposals is modest: 4 (1%).

‘CyclingWorks’ campaign

The ‘CyclingWorks’ [campaign website](#) encouraged employers to support the proposals and provided suggested template email responses for general business, retail and healthcare. The template suggested respondents include information about their business and how the proposals would help them.

The key points were:

- A growing number of employees/customers cycle; more would start if they felt safer
- We value their safety and we want to promote active lifestyles
- Evidence that more cycling increases spending in local business and less pollution
- Proposals will help us attract and retain employees
- Please ensure the plans are delivered without delay.

147 responses referred to CyclingWorks with 124 of these clearly based on the template emails. However, many of these provided additional information or used only part of the template or caveated their response in some way. Responses from individual organisations are summarised in Appendix B along with other responses from stakeholder groups and organisations.

Octavia Hill Residents Association and Grainger plc petition

We also received a petition with 84 signatures from the Octavia Hill Residents Association and Grainger plc (Mitre Road, Ufford Street, Webber Street, Windmill Walk, Greet Street, Union Street and Pepper Street) objecting to the banned left turn into The Cut when travelling north. It expressed concern over increase in traffic on quiet residential streets which traffic will use to get to The Cut. Streets are narrow with cars parked on both sides and narrow pavements and some are in a conservation area with a small community park frequented by residents with children.

4. Conclusion and next steps

Overall 86% of direct respondents said they supported or partially supported TfL's proposals for the North-South Cycle Superhighway between Elephant & Castle and Farringdon station. Including the supportive template emails from the London Cycling Campaign the support rate was 93%.

4.1 TfL's response to consultation

Having considered responses received in consultation TfL intends to recommend to its Board that the North-South Cycle Superhighway between Elephant & Castle and King's Cross be progressed to construction. TfL is continuing to explore options for the route north of Stonecutter Street taking into account the presence of developments such as Crossrail on this section of the route and will consult on the details in the near future. The developments will not hold-up construction of the route between Elephant & Castle and Stonecutter Street although with some changes to the proposals consulted on in September 2014. TfL will recommend for its Board to grant approval for TfL Officers to take the final decisions on the short section of route north of Stonecutter Street.

Our response to issues commonly raised in consultation is in Appendix C of this report.

4.2 Summary of design changes following consultation

Our planned changes are summarised below and described in more detail in Section 4.4. They include:

- Relocation of the proposed pedestrian crossing on St George's Road
- Change in the design of the unsignalised crossings at bus stop bypasses and most pedestrian crossings to be fully raised to footway level with a colour difference and tactile paving
- Changes to loading and parking bays following further engagement with businesses along the route
- Change to the pedestrian crossings at Ludgate Circus from staggered to straight across
- Removal of the proposed weight restriction on Union Street
- We are continuing to explore options for the route north of Stonecutter Street taking into account the views of local stakeholders and the nearby developments such as Crossrail, and will consult on the details in the near future. This will not hold-up construction of the North-South Cycle Superhighway between Elephant & Castle and Stonecutter Street.

4.3 Construction of the North-South Cycle Superhighway between Elephant & Castle and King's Cross

TfL's Board will meet on 4 February 2015 to decide whether the North-South Cycle Superhighway should proceed to construction between Elephant & Castle and King's Cross. There would be further consultation on designs north of Stonecutter Street.

Subject to approval by TfL's Board and approvals by other Highway Authorities where required we plan to start constructing some sections of the route in spring 2015, with completion planned for spring 2016. Construction would cause some disruption although we would work to minimise the impact as much as possible. We would keep those

customers and road users potentially impacted by the construction activity informed of our plans and progress, including writing to local residents and businesses before undertaking work in their area. We would also provide road traffic information to help them better plan their journeys and make informed choices about how, where and when they travel and help to reduce the possible impact to their journeys.

4.4 Changes to the proposals consulted on in September 2014

Section 1a – St George’s Road

- Additional cycle logos at the Elliott’s Row junction to highlight to drivers the presence of cyclists
- New Advanced Stop Line at Garden Row

Section 1b – St George’s Road

- New ‘keep clear’ markings where cyclists emerge onto Lambeth Road
- The pedestrian crossing across the cycle track will be raised to footway level with tactile paving, ramps and a colour contrast
- Relocation of new pedestrian crossing closer to Lambeth Road junction and a change to make it signalised across both the carriageway and cycle track

Section 2a – Westminster Bridge Road

- Making the bus/cycle signals 24 hours
- Additional changes to parking and yellow lining on Dodson Street which will be consulted on separately by Southwark Council

Section 2b – St George’s Circus

- Changing location of two-stage left turn for southbound cyclists exiting the track

Section 3a – Blackfriars Road

- We have reviewed responses on this section and are not proposing to make any changes

Section 3b – Blackfriars Road

- Removing the two-way working at the eastern end of Valentine Place as it is a historic access which is no longer required
- Creating an additional gap in the segregation island to provide cycle access to Pocock Street
- Creating an additional pedestrian refuge island close to Ufford Street

Section 3c – Blackfriars Road

- Removing the proposed 7.5t weight restriction on Union Street
- Widening the pedestrian crossing on the southern arm of the Union Street/The Cut junction

Section 3d – Blackfriars Road

- Introduction of ‘keep clear’ markings at the Nicholson Street junction to ensure vehicles do not block back across it

Section 3e – Blackfriars Road

- Amending the segregation island to retain the northbound RV1 bus stop on Blackfriars Road

Section 3f – Blackfriars Bridge

- Proposing a raised border at the back of the bus stop bypass and the edge of the cycle track to indicate to pedestrians where the cycle track is

Section 4a - Blackfriars Junction

- Changing the position of the relocated Queen Victoria statue to 2m east rather than further north

Section 4b – New Bridge Street

- Changing all crossings at Ludgate Circus from staggered to straight across
- Changing loading restrictions on Bridewell Place to facilitate two-way working
- Switching the location of the loading bay and the bus stop on the eastern side of New Bridge Street to south of Pilgrim Street
- Replacing the motorcycle parking on the western side of Farringdon Street with a loading bay

Section 4c – Farringdon Street

- Continuing to explore options for the route north of Stonecutter Street, taking into account the views of local stakeholders and the nearby developments such as Crossrail and consulting on the details in the near future. Subject to TfL's Board decision this will not hold-up construction of the North-South Cycle Superhighway between Elephant & Castle and Stonecutter Street
- Making the proposed toucan crossing at Stonecutter Street a parallel pedestrian and cycle crossing
- New inset loading bay on eastern side of Farringdon Street, south of Old Seacole Lane
- Replacing the loading bay on the eastern footway, south of Holborn viaduct with a taxi bay

Apart from the above changes we will be recommending to TfL's Board that Sections 1a – 4c of the North-South Cycle Superhighway proceeds to construction as set-out in the consultation subject to further consultation where stated. Proposals relating to roads not controlled by TfL will be subject to formal approvals from the relevant highway authority.

5. Overall proposals: King's Cross to Elephant & Castle

5.1 Details of open-ended responses

Of the 6,309 direct responses to the consultation, 42% (2655) provided comments.

Support/Positive Comments

2369 (42% of all respondents to this section) offer positive comments:

- 827 respondents (13%) suggested that the proposals would encourage more cycling (either from themselves, friends/family members, or people in general)
- 769 respondents (12%) felt the proposals would improve safety for cyclists
- 649 respondents (10%) provided generic positive/supportive comments (eg. "Excellent")
- 360 respondents (3%) felt the proposals would improve London as a city.

5.2 General issues

Impact on environment

482 respondents (7%) commented on the proposals in relation to the environment:

- 382 respondents (6%) felt that implementing the proposals would improve the environment and sustainability in London
- Seventy seven respondents (1%) felt the proposals will result in more pollution and emissions (in many cases as a result of congestion).

Impact on health/fitness

423 respondents (7%) suggested that the proposals would benefit peoples' health, largely through individuals taking-up cycling and, to a lesser extent, from an expected reduction in pollution as a result of more cyclists and fewer motorists.

Impact on business/economy

263 respondents (4%) commented on the impact the proposals may have on local businesses and the economy:

- 195 respondents (3%) felt that it will benefit local businesses and the economy by making the city more attractive to employers and employees, improving employee health, and by helping businesses reach sustainability/environmental responsibility goals. This included 125 businesses who responded through the CyclingWorks campaign, as well as Deloitte, DTZ, the British Library and Knowledge Quarter, MediaCom, and Microsoft
- 56 respondents (1%) expressed concern that implementing the proposals will have a negative impact on London businesses and the economy. This was largely down to concerns of impeded access throughout the City for non-cycling modes, which could disrupt deliveries/servicing and increase congestion, making London less attractive or efficient for business.

Impact on traffic and congestion

261 respondents (4%) expressed concern about the impact of the proposals on motor vehicle movements, with particular concern over the possibility of congestion and delays to non-cycling modes increasing through the proposals (217 respondents, 3%).

Impact on pedestrians

222 respondents (4%) commented on the impact the proposals may have on pedestrians:

- 113 respondents (2%) felt the proposals would negatively impact pedestrians. This was largely because of concerns that pedestrians would face longer journey times and waits at crossings, concerns that pedestrians would be placed into conflict with cyclists and concerns about cyclist behaviour in relation to pedestrians
- 73 respondents (1%) felt the proposals would improve areas along the route for pedestrians. Where specified, reasons included facilitating easier movement through new/improved crossings, widening footways in some places, and improving the public realm
- 36 respondents (1%) did not express a positive or negative sentiment either way but requested that measures are implemented to ensure that pedestrian and cyclist conflict is minimised as much as possible.

Concerns about cyclist behaviour

168 respondents (3%) expressed concern about cyclist behaviour. This included 109 respondents (2%) who did not support the proposals, as well as 49 respondents (1%) who supported or partially supported the proposals but, nevertheless, highlighted negative behaviour displayed by some cyclists. Recurring behaviour cited by respondents included jumping red lights, riding on pavements, cycling without lights, over or undertaking unsafely, failing to indicate, and being aggressive/disrespectful towards other road users.

Impact on bus services

144 respondents (2%) commented on the impact the proposals may have on bus services:

- 110 respondents (2%), including Go-Ahead London and Tower Transit, expressed concern that the proposals would negatively impact bus services and journey times
- 30 respondents (<1%) suggested that implementing the proposals could have a positive impact on buses. Reasons for this included cycling uptake reducing overcrowding on buses and the removal of many cyclists from bus lanes, both of which could make bus journeys quicker.

Other comments relating to bus services included (<1% each):

- Requesting an evaluation of the effect of the proposals on bus users (London First)
- Requesting that reductions to bus lanes are undertaken only as a last resort (Sustrans)
- Requesting that improvements to the road and bus network are undertaken in tandem with the proposals (Land Securities)
- Requesting that bus priority schemes are delivered to mitigate impacts of the proposals (London TravelWatch).

Impact on taxis

48 respondents (1%) commented on the impact the proposals may have on taxis/private hire. 41 (1%) of these, including some taxi drivers, expressed concern that the proposals would result in difficulties (eg. picking-up/dropping-off passengers on segregation islands, moving around London efficiently with the banned turns) and delays to taxi journeys. Five respondents (<1%) were positive towards the changes in relation to taxis, stating that separating cyclists will make for less stressful taxi journeys or that delays are necessary to ensure cyclist safety. London First requested an evaluation of the proposals impact on taxi users.

Impact on freight/servicing vehicles

43 respondents (1%) discussed the impact of the proposals on freight and servicing vehicles, including HGVs and smaller commercial vans:

- 33 (1%) of these respondents, including local businesses, the British Beer & Pub Association, Brewery Logistics Group, Freight Transport Association, UPS, DHL, and John Lewis are concerned that it will negatively impact upon the ability of freight and servicing vehicles to carry out their duties. Reasons for this included increasing journey times and requiring deliveries to be moved across the cycle track
- A small number of these businesses expressed concern about sharing loading bays with disabled parking along Blackfriars Road and preferred to separate the two parking areas to ensure loading space is always available
- Two respondents (<1%) felt freight/servicing journeys would be improved as the stress of driving around cyclists and congestion caused by cyclists on the roads would largely be removed.

Six respondents (<1%) provided other feedback:

- Request to evaluate/receive additional information the impact of the proposals on the delivery of goods and services (London First, Land Securities)
- Concern about being able to access postboxes situated along the proposed route (Royal Mail)
- Concern that hauliers carrying abnormal loads will increasingly require police assistance along narrowed roads or will not inform the Abnormal Load Unit of their movement to avoid additional costs (Metropolitan Police)
- Encourage businesses to use cargo bikes for deliveries
- Suggestion to place loading bays on side roads rather than requiring deliveries to be moved across the cycle track.

Impact on coach services

20 respondents (<1%) discussed the proposals impact on coach services:

- 16 (<1%) of these expressed concern that the proposals could negatively impact coach services through increased journey times and changes to coach parking. This included the Confederation of Passenger Transport and London Tourist Coach Operators' Association
- Two respondents (<1%) felt that increased journey times would be outweighed by safety improvements for cyclists
- The Metropolitan Police expressed concern that the coach parking bay outside of the Ibis and Novotel hotels on Blackfriars Road lacked step-free access from the hotel and that this loading area may obstruct the cycle track during busy tourist periods.

Requests for restrictions on freight/HGVs

17 respondents (<1%) requested restrictions to freight/HGV movements throughout central London. Requests included restricting HGVs to off-peak or overnight hours only.

Impact on emergency services

15 respondents (<1%) discussed the impact of the proposals on emergency services:

- 12 respondents (<1%) expressed concern that the proposals would make it difficult for such services to attend to emergencies in a timely manner
- Two respondents requested an assessment of the impact of narrowing roads on emergency services and/or developing mitigating measures

- One respondent suggested there could be fewer calls to emergency services because of a reduced requirement to respond to cycling accidents.

20mph speed limit

Seven respondents (<1%) including Southwark Living Streets would like 20mph speed limits implemented along part, or all, of the proposed route.

Consideration of powered two wheelers

Five respondents (<1%) including the British Motorcyclists Federation expressed concern that not enough consideration had been given to provision and safety for travel by motorcycles/scooters. One respondent requested additional motorcycle parking in the Blackfriars Road/Webber Street area.

5.3 Routing

Continuation north and south

125 respondents (2%) would like to see the proposed route continue further north (82, 1%) or south (59, 1%). Recurring destinations included Euston/King's Cross, Angel/Islington, Holloway and/or Archway to the north and Clapham, Camberwell, Old Kent Road and/or Peckham to the south.

Requests for other cycling routes

51 respondents (1%) gave suggestions for other areas of London they would like to see benefit from similar cycling provision or have connections to the proposed route. Suggested areas were disparate across London.

Connection to King's Cross/Euston

32 respondents (1%) requested more details about the plans to connect the proposed route to King's Cross, expressing concern that not enough detail was provided, or requesting that the route is extended to King's Cross as priority. These respondents included Eurostar, the Francis Crick Institute, HS1 Ltd, the British Library and the Knowledge Quarter, who requested to be part of future consultations on routing throughout the King's Cross and Euston area.

Quietways

27 respondents (<1%) discussed the use of a Quietway between Farringdon and King's Cross (The consultation material stated that this would be developed and consulted upon at a later date):

- Nine respondents (<1%) opposed using a Quietway for this link, preferring to retain a direct route or to keep cyclists out of the pedestrian-oriented back roads of Farringdon
- Five respondents (<1%) looked forward to the plan for this Quietway.

The remaining respondents provided other feedback (<1% each):

- Request to link to the existing 'quiet route' from Farringdon to Islington along Rosebery Avenue (3)
- Opposition to using Judd Street for cycle lanes (Eurostar, HS1 Ltd, and Francis Crick Institute)
- Requests for better signage of existing Quietways and quiet routes (2)
- Preferring segregation to Quietways or requesting segregation along Quietways (2)
- Suggesting amenities for pedestrians, such as wider footways and zebra crossings, are provided along Quietways to help pedestrians manage the flow of cyclists (2)

- Request to include cyclist phases to cross major junctions along the Quietway
- Suggesting implementation of both a direct route and a Quietway route to King's Cross
- Request to improve the Quietway around Theobald's Road to Somerstown
- Request to use Argyll Street instead of Judd Street.

Routing along St George's Road/Lambeth Road

22 respondents (1%) would prefer the proposed route to use a more direct link between Elephant & Castle and St George's Circus with 15 respondents (<1%), including Sustrans, specifying a preference for London Road and the remainder concerned about the indirect routing, but without stating a preferred road.

Preference for Option A or Option B

20 respondents (1%) discussed the routing options along Farringdon Street/Road:

- 16 (<1%) of these supported Option A
- Two supported Option B
- One supported either
- One preferred Option B if segregated but Option A if segregation is not possible
- Where stated respondents generally supported Option A for providing a continuous, segregated route.

For further details on these routing options please refer to Sections 4cA through 4eB in the Appendix.

Alternative routings

Aside from the routing along St George's Road, 16 respondents (<1%) disliked the chosen route for the proposals and/or requested alternative routes:

- 11 respondents (<1%) suggested using quiet/back roads.

The remainder offered other suggestions (<1% each):

- Use floating or underground cycle superhighways (2)
- Ampton Street/Grays Inn Road/York Way for northbound and Midland Road/Judd Street/Regent Square for southbound cyclists
- Routing through London Bridge instead of Blackfriars
- Routing closer to Highbury Corner and Old Street roundabout would be beneficial.

5.4 Design elements

Segregation

644 respondents (10%) commented on using full/kerb segregation:

- 578 respondents (9%) approved of segregated facilities with the overriding reasons being the increased safety for cyclists and the possibility of encouraging greater uptake of cycling
- 36 respondents (<1%) approved of segregation in theory but provided other suggestions and feedback relating to segregation along the proposed route
- Concern that segregated track space may negatively impact upon journeys by non-cycling modes (7)
- Concern about the impact of segregation on freight/deliveries (5)
- Feeling that faster cyclists will face slower journeys and/or continue to use the road (4)
- Concern about the track being wide enough to allow high cycling volumes (3)

- Request that motorists are made aware that cyclists will still have a choice between using the cycle track or the road (3)
- Request to ban cyclists from the road if segregated facilities are in place (3)
- Suggestion to use armadillos (or similar) instead of full segregation (3).

30 respondents (<1%) did not approve of using fully segregated cycling facilities for a variety of reasons including:

- Preference for integrating rather than separating road traffic (8)
- Unsuitability for mixing cycling speeds as faster cyclists cannot overtake slower ones (8)
- Difficulties and dangers for cyclists if they need to rejoin motorised traffic but are not used to this because of primarily using segregated lanes (6)
- Disruptions to/difficulties for kerbside parking/loading and other kerbside accessibility (5 including Freight Transport Association, Federation of Small Businesses and Metropolitan Police)
- Preference for semi-segregation (4 including Freight Transport Association, Federation of Small Businesses and Metropolitan Police)
- Risk of drivers and cyclists becoming less aware of one another (3 including Institute of Advanced Motorists)
- Dangerous to pedestrians
- Reinforcing the idea that cyclists do not belong on roads
- Improving junctions would be of more benefit.

Junctions

106 respondents (2%) commented on junction design throughout the proposals:

- 72 respondents (1%) either requested that the proposed junction designs are revisited and upgraded to provide a better standard of safety and easier interchange for cyclists or requested that the junctions are designed to ensure maximum safety/minimal conflict for road users, without implying that the proposed designs are insufficient. Respondents with these concerns included Sustrans, St Paul's Cathedral, Cycling Embassy of Great Britain, Southwark Council Liberal Democrats, and Guy's and St Thomas' NHS Trust
- 17 respondents (<1%) felt that the junctions would be confusing, difficult, or unsafe for cyclists. Reasons provided were generally because of the use of two-way tracks preventing simple access to routes on the opposite side of the road and concerns about motor vehicles crossing or blocking the track when turning in/out of side roads
- 17 respondents (<1%) were pleased with the proposed junction redesigns.

Two way cycling

75 respondents (1%) discussed the choice of a two-way track for the proposed route:

- 60 respondents (1%) expressed preference for one-way/with-flow tracks, or dislike for two-way cycling. The main reasons for this were difficulties at junctions (motorists forgetting to check both ways for cyclists and cyclists having difficulty interchanging with the track from the opposite side of the road) and potential for collisions between cyclists. Sustrans, Lambeth Cyclists and CTC expressed preference for one-way tracks

13 respondents (<1%) did not express preference either way but provided other feedback:

- Requesting a wide track (4)
- Requesting consideration for interchange at junctions (3)

- Appreciation for the two-way design (2)
- Suggesting changes in cyclist behaviour or improved cycling etiquette will be needed (2)
- Preferring the track to run in the centre of the road between general traffic lanes (2)
- Uncertainty over preference for one-way or two-way design but preferring whichever offers the least conflict for all road users.

Track width

83 respondents (1%) provided feedback on the width of the track:

- Wanting the track to be designed as wide as possible (68 respondents, 1%) to allow for cycles of varying sizes and those carrying loads (eg. recumbent, tricycles, tandems, cargo bikes)
- Requesting use of angled kerbs to maximise the effective width of the track and allow easy movement for deliveries and mobility impaired people (20 respondents, <1%, including Cycling Embassy of Great Britain and Brent Cyclists)
- Proposed track will not be wide enough to accommodate the expected volume of cyclists (10 respondents, <1%)
- Proposed track width is sufficient (4 respondents, <1%).

Bus stop bypasses

54 respondents (1%) referred to the use of bus stop bypasses throughout the proposals:

- 32 respondents (1%) expressed concern about using this feature because of the likelihood of conflict between cyclists and pedestrians (especially the disabled, elderly, or visually impaired), concerns about the capacity of the segregation island for bus passengers and concerns about how deliveries and taxi passengers will be able to cross the track
- 17 respondents (<1%) requested additional measures relating to the bypasses, such as sufficient crossings for pedestrians, signage to warn pedestrians and cyclists of each others' presence, measures to ensure clear priority between cyclists and pedestrians is established, ensuring visually/mobility impaired users can access bus stops, and track treatments to encourage cyclists to slow down on approach to bus stops and loading bays. Respondents expressing these concerns and putting forward suggestions for improvements included the Metropolitan Police, Southwark Living Streets, Southwark Council Liberal Democrats, Living Streets, Clapham Transport Users Group, GMB Professional Drivers Branch, St John's Church, coach and bus operators and associations, delivery companies, and charities/organisations for the elderly, disabled, and visually impaired
- Five respondents (<1%) approved of the bypasses.

Pedestrian crossings

50 respondents (1%) discussed various aspects of pedestrian crossings as below.

Crossing the cycle track

25 respondents (<1%) expressed concern that pedestrians would have difficulty crossing the cycle track. These concerns were partly general and partly related to accessing bus stops (see bus stop bypasses above).

Type of crossings

14 respondents (<1%) gave preferences for different types of crossings:

- Preference for zebra (or faux zebra) crossings, particularly along the cycle track (11 including Southwark Living Streets, Cycling Embassy of Great Britain, and Brent Cyclists)

- Opposition to using zebra crossings along the track because of slowing down cyclists (1) and because of pedestrians not realising when cyclists are slowing down for them (1)
- Preference for signal-controlled crossings (1).

Straight v Staggered

14 respondents (<1%) would prefer to see staggered crossings used wherever possible to prevent pedestrians from taking shortcuts, crossing on red lights, and having longer wait times. This included Cycling Embassy for Great Britain, Living Streets, and Brent Cyclists.

New/improved crossings

Six respondents (<1%) were positive towards improvements to crossings throughout the proposals, including those at Ludgate Circus, New Bridge Street, Stamford Street, and Charterhouse Street. However, two respondents did not feel the improvements were sufficient, particularly at Ludgate Circus and Blackfriars. One of these respondents requested a diagonal crossing and straight crossings at Ludgate Circus.

Other comments

Two respondents (<1%) each requested adequate/sufficient numbers of pedestrian crossings and more crossings, particularly between Geraldine Street and Lambeth Road, St George's Circus and Webber Street, and Webber Street and Union Street (Southwark Living Streets). One respondent requested adequate lighting at crossings and signage to indicate that cycling traffic is two-way along the track.

Planting/greening along the route

27 respondents (<1%) commented on measures to add greenery along the proposed route:

- 21 (<1%) of these would like to see further measures to add trees, planting and wildlife to the route, particularly along the segregation island. This included Lambeth Cyclists, Diocese of Southwark in the Church of England, Better Bankside, London Assembly Liberal Democrats, and the RSPB
- Six (<1%) were positive towards the proposed initiatives and drawings with more greenery, including Southwark Council Liberal Democrats and Living Streets.

Banned turns and road closures

23 respondents (<1%) commented on banned turns and road closures throughout the proposals, usually in general terms without referring to a specific ban/closure:

- 17 respondents (<1%) expressed concern about bans/closures pushing traffic into other streets (including currently quiet, residential streets) and impacting journey times. These respondents included Octavia Hill Residents' Association
- Five respondents (<1%) supported bans/closures for making a safer cycling environment
- One respondent requested that cyclists are exempt from banned turns
- One respondent requested a cost/benefit analysis of the impact of the proposed bans/closures.

Track colour

20 respondents (1%) commented on colouring for the proposed cycle track:

- 12 respondents (<1%) preferred retaining some type of colouring, or visual contrast, to better demarcate the cycle track for pedestrians, motorists and casual cyclists, including Wheels for Wellbeing

- Request to not use blue paint or gloss paint as it is considered to become slippery in wet conditions (5)
- Request for segregated tracks or clearly marked/coloured areas along the road (1)
- Request to use colouring where segregation is not provided (1)
- Approval for no colouring (1).

Early start signals

12 respondents (<1%) discussed the use of early start signals:

- Six respondents (<1%) approved of this feature
- Three respondents disapproved of it for causing cyclists to 'always stop', not reducing risks for cyclists arriving after the early start phase, or not allowing enough general traffic through after the early start phase

Other feedback included (<1% each):

- Suggestion to use simultaneous green signals in lieu of early start (2)
- Concern that cyclists arriving at junctions after the early start phase has completed will be at risk of left hooks if proceeding with general traffic (Southwark Council Liberal Democrats)
- Request that once the early start phase has completed cyclists will not be permitted to move forward with general traffic (London Tourist Coach Operators' Association)
- Request for a long enough signal phase to clear all waiting cyclists (1).

Two-stage turns

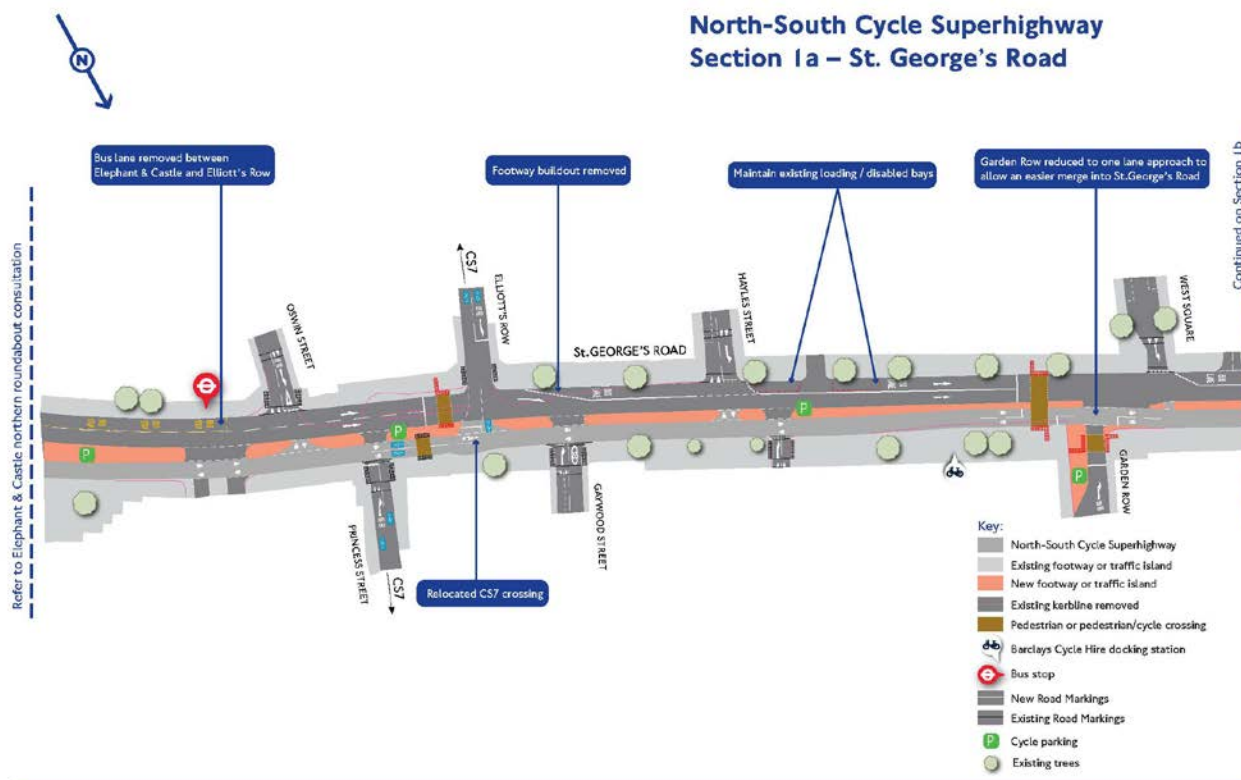
12 respondents (<1%) commented on the use of two-stage turns throughout the proposals:

- Eight respondents (<1%) opposed this facility considering it leaves cyclists exposed to potential conflict with motor vehicles, concern that the provided waiting areas will not be large enough, and concern that the two-stage turn system is not intuitive or well-marked in the proposed road layout
- Two respondents (<1%) approved of using two-stage turns
- Two respondents (<1%) requested more information about how the two-stage turns will work.

Appendix A – detailed analysis of responses

Section 1a: St George’s Road

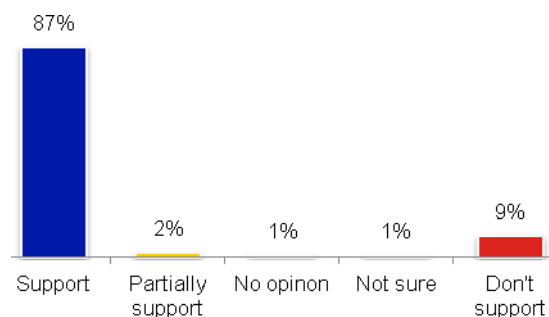
Overview



Key proposals

- Segregated two-way cycle track replaces one traffic lane on St George’s Road; track will be 4m wide with regular entry/exit gaps
- No coloured surfacing of cycle track
- Bus lane removed between Elephant & Castle and Elliott’s Row

Number of respondents: 2809



Details of responses to Section 1a

Of the 2809 responses to this section, 11% (323) contained comments.

General positive comments

77 respondents (3%) provided general offer general support or praise for the proposals for Section 1a:

- Generic support or praise (eg. "Excellent"): 52 respondents (2%)
- Improves safety: 20 respondents (1%)
- Proposals will encourage more cycling: 7 respondents (<1%)
- Improve London infrastructure and streetscape: 5 respondents (<1%)
- Ease congestion: 1 respondent (<1%).

Preference for other routing

41 respondents (1%) preferred more direct routing, with 39 respondents (1%) specifying a preference for London Road as a more direct connection from Elephant & Castle to Blackfriars Road. This included Cycling Embassy of Great Britain and Brent Cyclists. The other two respondents did not specify their preferred direct route, including Wheels for Wellbeing.

The proposed route was also brought up in Sections 1b, 2a, and 2b of the consultation.

Traffic/congestion

34 respondents (1%) expressed concern about the impact on traffic, in particular the impact of the proposals on congestion or delays to motor vehicles (22 respondents, 1%). This included the Community Children's Nursing Team.

Cyclist behaviour

24 respondents (1%) expressed concern about cyclist behaviour (eg. disobeying highway code).

Impact on buses

18 respondents (1%) commented on bus services:

- 17 respondents (1%) were concerned about the impact of the proposals on bus services and journey times. This included Southwark Living Streets
- One respondent felt that having one bus lane, one general vehicle lane, and the cycle track lane was a good balance.

Track treatment at side roads

17 respondents (1%) questioned how the cycle track would function in relation to junctions as follows (<1% each):

- Questioning how the cycle track will function when it crosses various side streets, asking if vehicles will be able to block the track when trying to access St George's Road or if measures will be put in place to prevent this and other conflicts between motorists and cyclists (13)
- Expressing concern that interchange from the route to streets along the south side of the road appears complicated (2)
- Agreeing with raised tables at junctions (1)
- Appreciation for the reduced Garden Row junction to remove conflict here (1)
- Request for on-road directional arrows for motorists turning out of side roads across the route to be placed in the 'holding' space between the traffic island and 'conventional entrance/exit of side road lining on both sides of the holding space' (Lambeth Cyclists).

Elephant & Castle

16 respondents (1%) were concerned about a) how the superhighway will connect to Elephant & Castle and b) how they will navigate Elephant & Castle, which they considered dangerous/intimidating.

Connectivity with CS7

14 respondents (<1%) commented on junction of the route and CS7:

- Concern that the junction of the route and CS7 may not provide enough space for the number of cyclists who may be using it (5)
- Requesting signage/wayfinding between N/S and CS7 (2)
- Positivity towards the connectivity between the two routes (2)
- Positivity towards the relocated CS7 crossing (1)
- Preference for CS7 to cross perpendicular to the route (1)
- Concern that there are no lights or an Advanced Stop Line on Elliott's Row for emerging cyclists (1)
- Suggestion to move the pedestrian crossing to sit between Princess Street and Oswin Street to allow extension of the cycle track (1)
- Concern that cyclists may have to wait up to three times (at Princess Street, then at the pedestrian crossing, then to cross towards Elliott's Row or vice versa) (Lambeth Cyclists).

Environmental impact

Eight respondents (<1%) expressed concern about the impact of the proposals on the environment because of increased pollution and lower air quality). Four (<1%) felt that the proposals will have a positive impact on the environment.

Track width

Eight respondents (<1%) mentioned the width of the cycle track. Four respondents (<1%) were concerned that the proposed width will be insufficient for the number of cyclists using the track or to allow overtaking. Four other respondents (<1%) requested that the track is wide enough to accommodate all cyclists and overtaking.

Two way cycling

Seven respondents (<1%) commented on the use of two way tracks:

- Preference for one-way lanes on each side of the road (5)
- Positivity towards two-way cycling (1)
- Requesting consideration for how a two-way track will function at junctions/side streets (1).

Treatment of Garden Row

Six respondents (<1%) commented on Garden Row:

- Concern about conflict between cyclists and motorists at this junction (2)
- Request to provide protected cycle lanes on Garden Row (2 incl. Cycling Embassy of Great Britain)
- Appreciation for the reduced Garden Row junction to remove conflict here (1)
- Concern that Garden Row is already too narrow and further reductions will restrict access for HGVs (GMB Professional Drivers Branch).

Greenery/planting

Six respondents requested trees and planting throughout this area.

Pedestrian crossings

Six respondents commented on pedestrian crossings in this proposal:

- Request that tactile paving continues onto the traffic island to aid visually impaired pedestrians in finding both crossings and concern about lack of tactile paving at Hales Street and West Square (Guide Dogs and Thomas Pocklington Trust)
- Request to use zebra instead of signalised crossings along the cycle track (2)
- Request for additional 'informal pedestrian crossing points', particularly near bus stops and cycle parking (Sustrans)
- Questioning the relocation of the pelican crossing at Elliott's Row as it removes the crossing from the pedestrian desire line (Lambeth Cyclists)
- Request to use straight instead of staggered crossings (1).

Economic impact

Six respondents (<1%) expressed concern about the impact of the proposals on local business/the economy.

Colour of track

Four respondents (<1%) commented as follows:

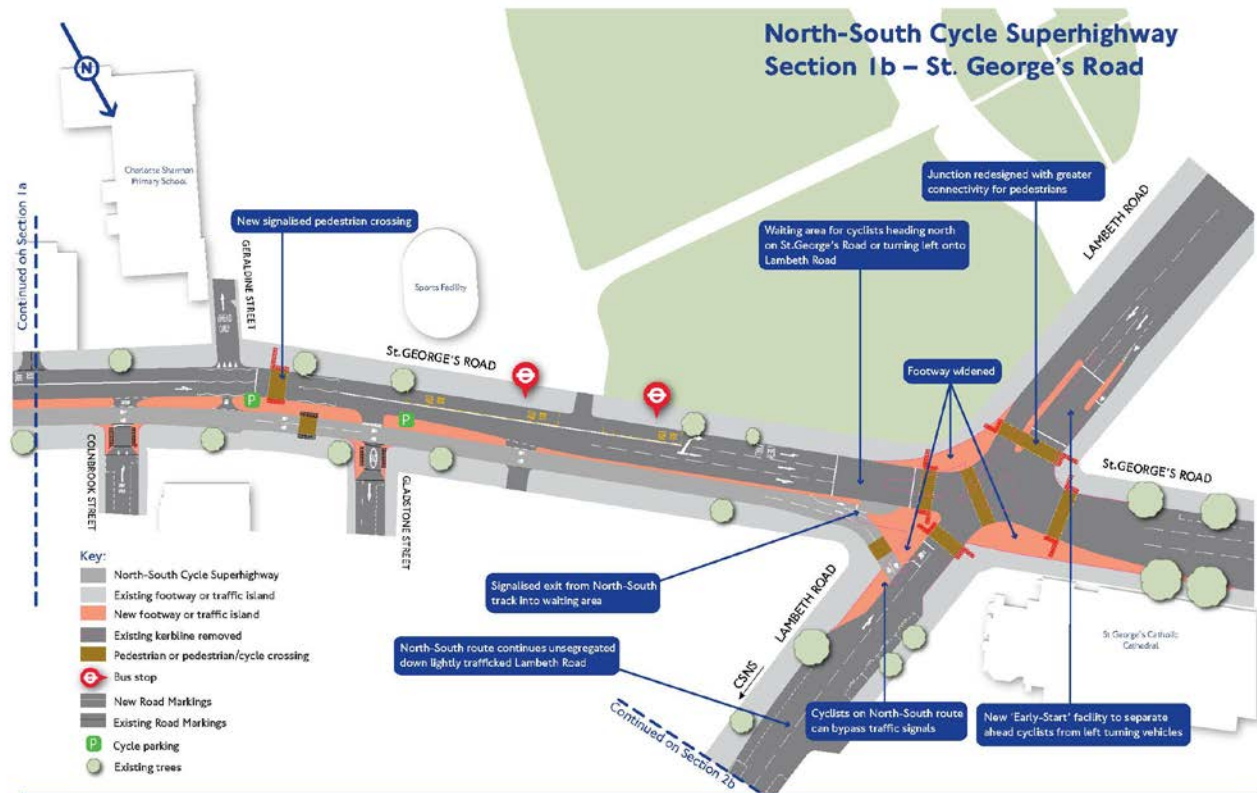
- Preference for coloured or textured surfacing to emphasise cycle track (1)
- Approving of not using coloured surfacing (1)
- Preference for European style 'red cycling paths' (1)
- Concern that pedestrians walk into cycle lane when they are the same colour and height as footpaths (1).

Changes to parking/loading areas

Four respondents opposed any reductions to parking/loading areas (despite this section not proposing any reductions to existing parking/loading spaces). This included Utobeer Ltd.

Section 1b: St George's Road

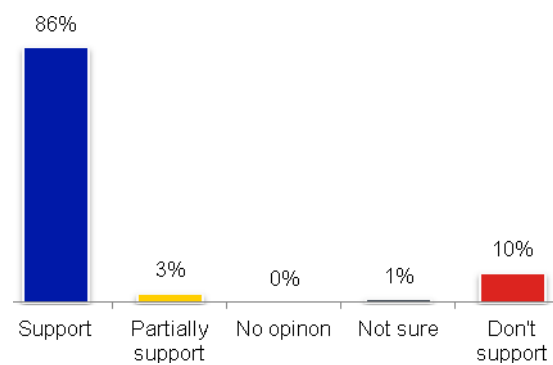
Overview



Key proposals

- Segregated two-way cycle track replaces one traffic lane on St George's Road; track will be 4m wide with regular entry/exit gaps
- No coloured surfacing of cycle track
- Early start signals on Lambeth Road
- Shorter pedestrian crossing distances using straight crossings instead of staggered
- No segregation on Lambeth Road because of lower traffic levels
- New pedestrian crossing at Geraldine Street

Number of respondents: 2619



Details of responses to Section 1b

Of the 2619 responses to this section, 9% (242) contained comments.

General positive comments

31 respondents (1%) provided general offer general support or praise for the proposals for Section 1b:

- Generic support or praise (eg. "Excellent"): 23 respondents (1%)
- Improves safety: 5 respondents (<1%)
- Improve London infrastructure and streetscape: 3 respondents (<1%)
- Proposals will encourage more cycling: 2 respondents (<1%).

Lambeth Road/St George's Road junction

43 respondents (2%) mentioned this junction with the following points raised:

- 15 respondents (1%) expressed concern about the ease and/or clarity of the turn for cyclists onto Lambeth Road, with particular concern that the process for joining eastbound traffic along Lambeth Road is dangerous/conflicting with motorists and unintuitive
- One respondent was appreciative of the cyclist bypass of the traffic signal here.

13 respondents (<1%) discussed the early-start:

- Disliking early start, generally because of the need to 'always stop' or stating the system is not intuitive (5)
- Appreciation of early start (3)
- Concern about ensuring the signal phase gives cyclists enough time to pull ahead of motorists to avoid conflict (2)
- Concern that motorists will ignore the early start facility (1)
- Request to remove early start while having one straight ahead and one left turning lane, wherein cyclists could carry on straight or turn left with straight ahead motor vehicle traffic while left turning traffic is held back (1)
- Questioning if the early start area can accommodate large cycles (Wheels for Wellbeing)
- Two respondents (<1%) were concerned that pedestrians may come into conflict with cyclists at the corner of Lambeth Road where the cycle track turns.

Other comments

- Request to ensure vehicles to not block the waiting area such as through 'keep clear' markings, moving back the stop line, or box/hatch markings (5)
- Request to cater for cycle movements from Lambeth Road eastbound to the route southbound, such as through a right turn pocket (2)
- Questioning if Advanced Stop Line on Lambeth Road can accommodate large bicycles (Wheels for Wellbeing)
- Request to give enough time in the cycle phase to clear the junction (1)
- Request to move the stop line on Lambeth Road behind the cycle track to allow cyclists to access the track easier (1)
- Concern that the junction does not cater for cyclists travelling north to Westminster Bridge (1).

Traffic/congestion

20 respondents (1%) expressed concern about the impact on traffic, in particular the impact of the proposals on congestion or delays to motor vehicles (15, 1%).

Cyclist behaviour

20 respondents (1%) expressed concern about cyclist behaviour (eg. disobeying highway code).

Preference for London Road routing

20 respondents (1%) would prefer to route along London Road for a more direct connection to St George's Circus. One respondent opposed the detour along St George's Road but did not state a preference for London Road.

Pedestrian crossings

16 respondents (1%) commented on pedestrian crossing provision in this area, albeit on varying issues within this theme:

- Preference for straight crossings rather than staggered (5)
- General positivity towards the redesigned crossings (6)
- Concern about the pedestrian crossing at the turn on Lambeth Road which appears to be uncontrolled and therefore difficult for less able pedestrians (2)
- Request to widen the traffic island between Gladstone Street and Lambeth Road to accommodate pedestrians who are likely to continue crossing St George's Road at this stretch rather than walking to the provided crossings (1)
- Opposition to new crossing at Geraldine Street for adding time to motor vehicle and cycle journeys (1)
- Concern about positioning/provision of crossings along this road for schoolchildren and parents (1)
- Dislike of the diagonal crossing at the Lambeth Road/St George's Road junction (no specific reason given) (1) and, by contrast, suggesting there is an opportunity to add another diagonal crossing here (1)
- Preference for crossings along the cycle track to use zebra instead of signalised crossings (3)
- Request to create a cycle crossing alongside the new pedestrian crossing at Geraldine Street to facilitate access to the schools and facilities south of St George's Road (1).

Track treatment at side roads

12 respondents (<1%) discussed the interaction of the route with side roads:

- Concern about conflict between motorists and cyclists where the track crosses side streets (eg. Gladstone Street, Colnbrook Street) (7)
- Request to allow two-way cycling on side streets to improve connectivity to the route (4)
- Concern about how cyclists coming from southern side streets will access the route (1)
- Appreciation of raised tables to slow motorists (1).

Impact on buses

10 respondents (<1%) opposed changes that could result in delays to bus passengers and bus journey times.

Segregation of Lambeth Road

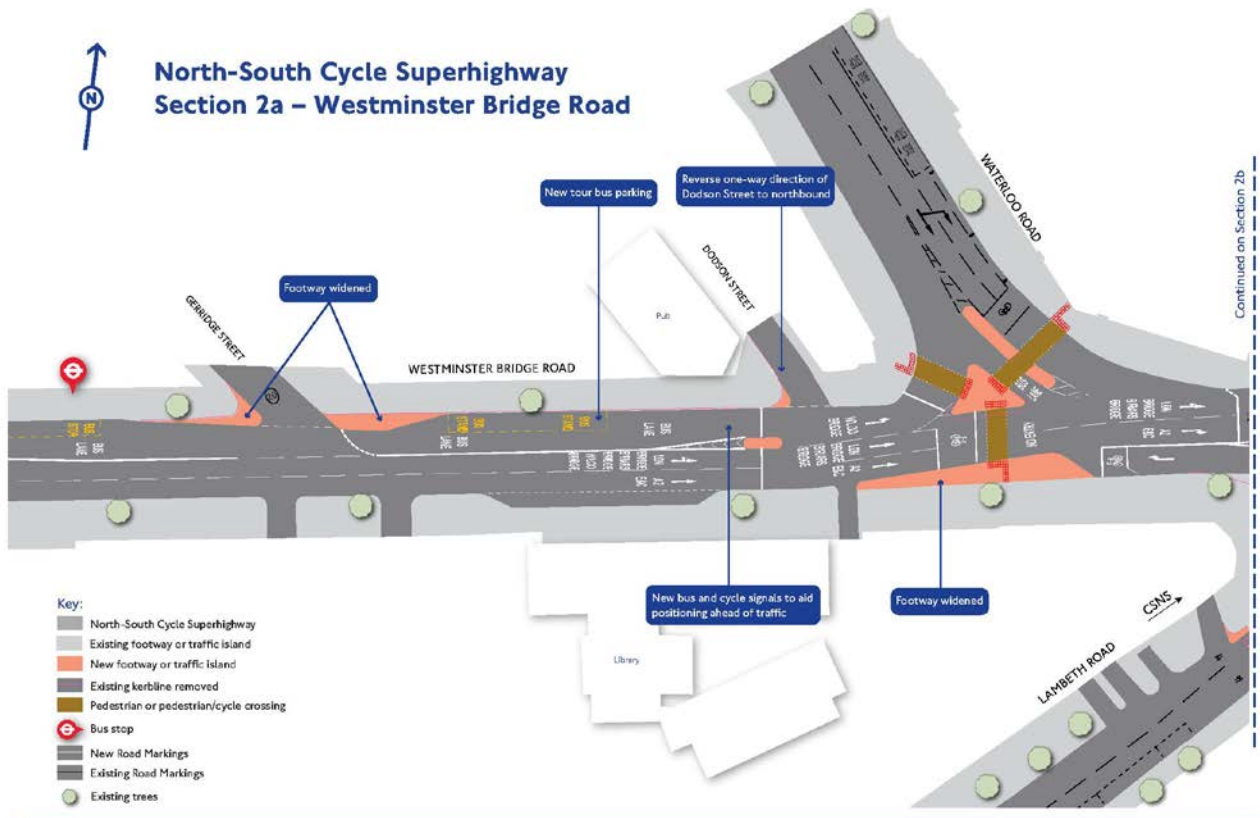
Six respondents (<1%) preferred to continue segregation along Lambeth Road. One respondent requested monitoring traffic on Lambeth Road with a view to offering segregation and a 20 mph speed limit if necessary.

Two way track

Seven respondents (<1%) discussed this. Five preferred with-flow/one-way cycling; one liked the two-way provision; one was concerned about left hooks and conflicts with motorists turning across the track.

Section 2a: Westminster Bridge Road

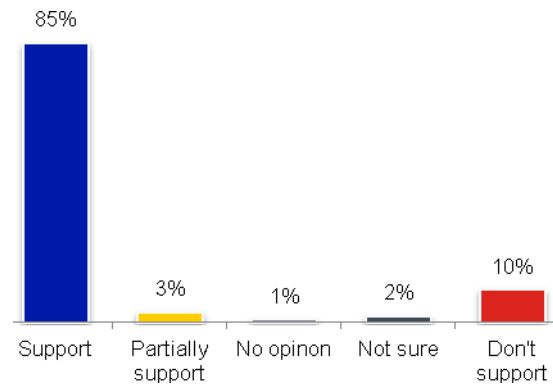
Overview



Key proposals

- the route does not route along Westminster Bridge Road, however other changes are necessary here to facilitate the route on Lambeth Road
- Widened bus lane and new bus/cycle signals replace one traffic lane
- Reversal of the one-way direction on Dodson Street
- New bus and cycle signals at Waterloo Road/Westminster Bridge Road
- Widened footpaths at the Westminster Bridge Road/Gerridge Street junction

Number of respondents: 2530



Details of responses to Section 2a

Of the 2530 responses to this section, 9% (228) contained comments.

General positive comments

29 respondents (1%) provided general offer general support or praise for the proposals for Section 2a:

- Generic support or praise (eg. "Excellent"): 17 respondents (1%)
- Improves safety: 9 respondents (<1%)
- Improve London infrastructure and streetscape: 3 respondents (<1%)
- Proposals will encourage more cycling: 2 respondents (<1%).

Confusion over proposals

It is unclear if respondents realise that Westminster Bridge Road is part of the proposals. Roughly 53 comments (2%) indicate some confusion about this section, eg. "A shared bus lane is not an alternative to a separated cycle track.", "I can't actually see any cycle infrastructure in the plan, short of a bit of extra space in the bus lanes, and some traffic signals applying only to traffic already in the bus lane.", "Where is the cycle provision?"

Non-segregation of Lambeth Road and Westminster Bridge Road

24 respondents (1%) would prefer to have segregation or upgrades similar to those along the rest of the route in this section. This included Sustrans, Cycling Embassy of Great Britain, and Brent Cyclists.

Traffic/congestion

21 respondents (1%) expressed concern about the impact on traffic, in particular the impact of the proposals on congestion or delays to motor vehicles (9, <1%).

Changes to Dodson and Gerridge Streets

14 respondents (<1%) commented on changes to Dodson and Gerridge Streets:

- Concern about lack of tactile paving at Dodson and Gerridge Streets (Guide Dogs and Thomas Pocklington Trust)
- Requests to ease the turning angle to Gerridge Street (2)
- Supporting the reversal of flow on Dodson Street (1); requesting Dodson Street remains two-way for cyclists (Lambeth Cyclists)
- Preference for Dodson and Gerridge Streets to be altered to reach Westminster Bridge Road at right angles (1)
- Concern that cyclists may be pushed off the road as a result of funnelling around the widened footway at Gerridge Street and buses failing to give way (1)
- Concerns about speeds of traffic along Gerridge Street (1)
- Concern that reversing the flow on Dodson Street will cause significant detours for traffic, especially when combined with closures further along Blackfriars Road (1)
- Uncertainty about the implications of the flow reversal on Dodson Street (1).

Cyclist behaviour

13 respondents (<1%) expressed concern about cyclist behaviour (eg. disobeying highway code).

New tour bus parking

10 respondents (<1%) commented on the new tour bus parking area. Three respondents disliked having this facility placed here and one respondent approved.

Six respondents provided other feedback:

- Request to swap the locations of the TfL bus stop and the tour bus parking to provide better accessibility of the TfL buses for local people (2 incl. Southwark Living Streets)
- Concern about mixing tour buses with cyclists (2)
- Concern that the tour bus parking is too close to the Waterloo Road junction (1)
- Asking “what is the definition for the use of the new tour bus parking?” (Confederation of Passenger Transport)
- Concern that the tour bus parking could negatively impact local residents (1).

Preference for London Road routing

Eight respondents (<1%) preferred to use London Road for the route.

Waterloo Road/Westminster Bridge Road junction

Seven respondents (<1%) commented on this junction:

- Concern that the right turn from Westminster Bridge Road southbound to Waterloo Road is dangerous (1)
- Confusion over turning left to Waterloo Road (1)
- Concern that buses will try to squeeze past slower cyclists from the Advanced Stop Line on southbound Westminster Bridge Road (1)
- Concern that the section between the new signals on Westminster Bridge Road and the junction will be uncomfortable/dangerous for cyclists (1)
- Concern that the junction appears to be a ‘pinch point’ for cyclists (1)
- Concern that the new traffic island near Dodson Street does not allow much time or space to turn onto Waterloo Road (1)
- Concern from Royal Mail that their staff will no longer be able to access the postbox at this junction if any changes to loading bays along this route are carried out (1).

Bus/cycle signals

Five respondents (<1%) gave feedback on the new bus and cycle signals near Dodson Street:

- Approval of new signals (2)
- Suggestion that good signal phasing will or should improve traffic flow (2)
- New signals will not give protection for cyclists without also providing segregation (1).

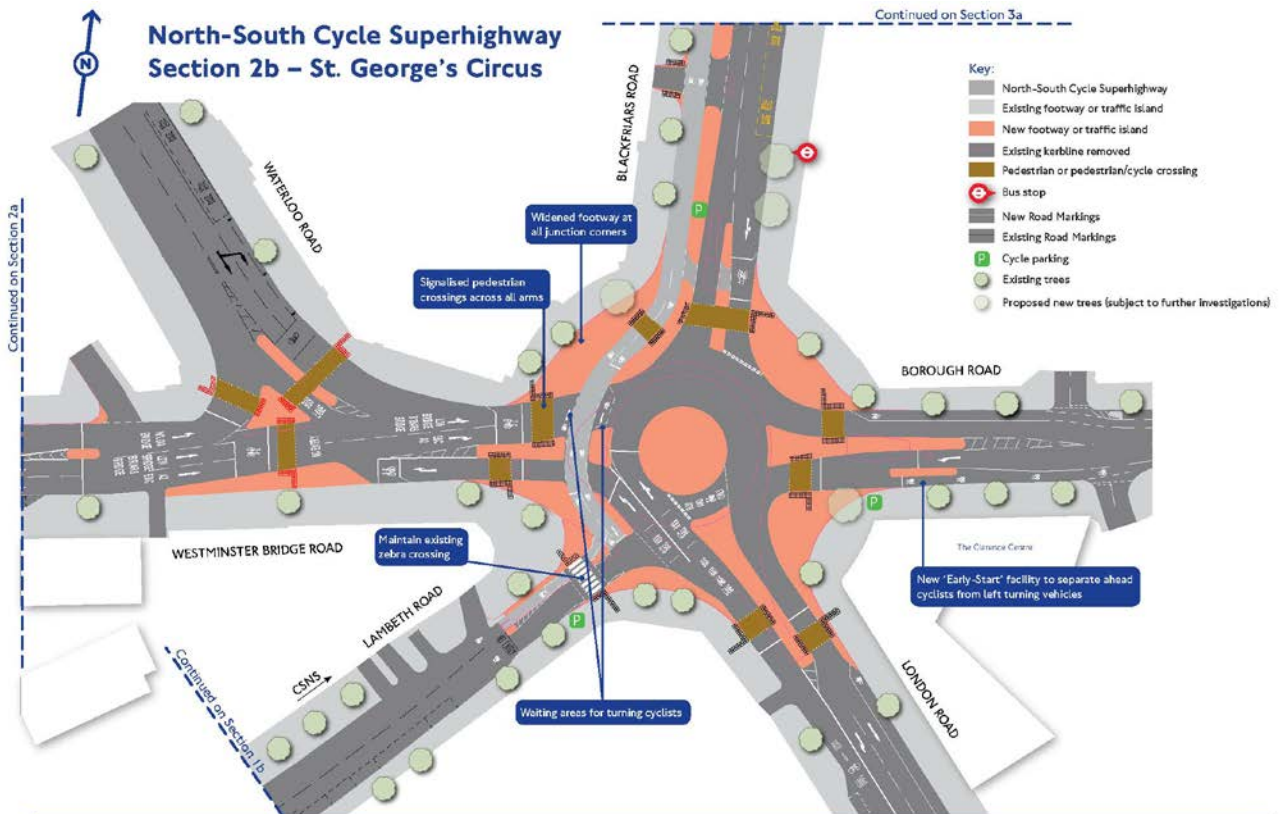
Comment from London Cab Ranks Committee

This organisation asked if taxis would have access to the widened bus lane on Westminster Bridge Road in place of the removed traffic lane from this road.

Comment from GMB Professional Drivers Branch. This organisation disapproved of increasing footways and was concerned that turning angles for large vehicles going to/from side roads were not considered.

Section 2b: St George's Circus

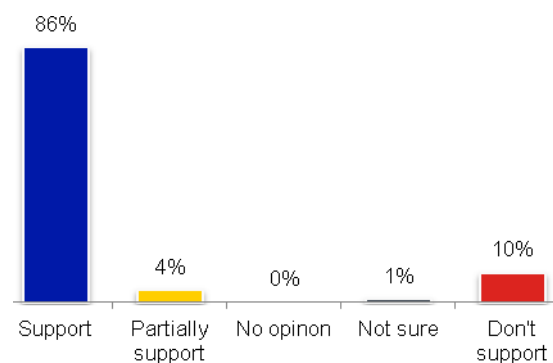
Overview



Key proposals

- Unsegregated cycling along Lambeth Road
- Segregated two-way cycle track between Lambeth Road and Blackfriars Road; track will be 4m wide with no coloured surfacing
- Two-stage turn and early start facilities at St George's Circus
- Combining bus stops X and Y
- Signalised pedestrian crossings on all arms of the junction

Number of respondents: 2489



Details of responses to Section 2b

Of the 2489 responses to this section, 11% (282) contained comments.

General positive comments

47 respondents (2%) provided general offer general support or praise for the proposals for Section 2b:

- Generic support or praise (eg. "Excellent"): 22 respondents (1%)
- Improves safety: 20 respondents (1%)
- Improve London infrastructure and streetscape: 4 respondents (<1%)
- Proposals will encourage more cycling: 2 respondents (<1%).

Concerns about entry/exit from non-routed arms

37 respondents (1%) commented on accessibility to/from various arms of the roundabout, generally expressing concern that it is not clear how interchange between the route and other arms is facilitated and/or requesting more provision for entry/exit at all St George's Circus arms. Access with London Road was mentioned 14 times, Borough Road 11 times, and Westminster Bridge Road/Waterloo Road four times. Respondents with these concerns included Southwark Cyclists, Cycling Embassy GB, Lambeth Cyclists, and Sustrans. Four respondents (<1%) requested segregation along other roads leading to St George's Circus.

Pedestrian crossings

22 respondents (<1%) mentioned pedestrian crossings throughout the section as below.

Staggered v straight

12 respondents would prefer straight across provision instead of staggered crossings, including Lambeth Cyclists and Southwark Living Streets.

Type of crossing

Five respondents preferred zebra crossings as they allow pedestrians right of way and reduce risky behaviour associated with waiting at a signalised crossing. Guide Dogs and Thomas Pocklington Trust respondent preferred full signalised crossings because of providing clearer signalling for visually impaired users.

Traffic/congestion

19 respondents (1%) expressed concern about the impact on traffic, in particular the impact of the proposals on congestion or delays to motor vehicles (10, <1%). This included GMB Professional Drivers Branch.

Use of early start signals

13 respondents (<1%) commented on this as follows:

- Preference for a separate signal phase (4 including Brent Cyclists)
- Disliking the requirement of cyclists to 'always stop' (3 including Cycling Embassy of Great Britain)
- General dislike of early start (2)
- Support for early start (1)
- Concern about potential for left hooks (1)
- Concern that cyclists are still required to cycle with motorists (1)
- Preference for full segregation, thereby not requiring early start (1).

Preference for alternative routing

12 respondents (<1%) preferred a more direct route to St George's Circus, generally London Road, including Sustrans.

Two-stage turns

Nine respondents provided feedback on the two-stage turn at Westminster Bridge Road:

- Request for a visible signal for cyclists using the two-stage facility (Sustrans and Wheels for Wellbeing)
- Design is not optimal/best solution (2)
- Unlikely to be used (2)
- Angle/design is awkward for cycling (2)
- Potential for conflict with vehicles (1)
- Waiting area appears small (1) and questioning if larger cycles can be accommodated (Wheels for Wellbeing)
- Support for two-stage turn (1).

Preference for Dutch-Style or segregated roundabout

Nine respondents (<1%) would prefer a Dutch-Style roundabout here, including Sustrans, and six respondents (<1%) would like to have protected lanes around the full perimeter of the roundabout, including Lambeth Cyclists.

Use/function of Advanced Stop Lines

Five respondents (<1%) expressed concerns about Advanced Stop Lines within the roundabout:

- Concern that some Advanced Stop Lines lack lead-in lanes, requiring cyclists to manoeuvre through other traffic (2 incl. Cycling Embassy of Great Britain)
- Advanced Stop Lines may not be large enough for large cycles (Wheels for Wellbeing)
- Advanced Stop Lines need enforcing to keep motor vehicles out (1)
- Advanced Stop Lines not appropriate for this area which has busy roads with HGVs (Brent Cyclists).

Southbound at Lambeth Road

Five respondents (<1%), including Franklin Consulting, expressed concern about the end of the southbound track at Lambeth Road, questioning how cyclists will be protected from motorists here or what measures will be in place to direct cyclists onto Lambeth Road.

Foliage and planting

Five respondents (<1%) requested addition/retention of foliage and landscaping around the Circus, including Southwark Living Streets.

Suggestions for further St George's Circus improvements

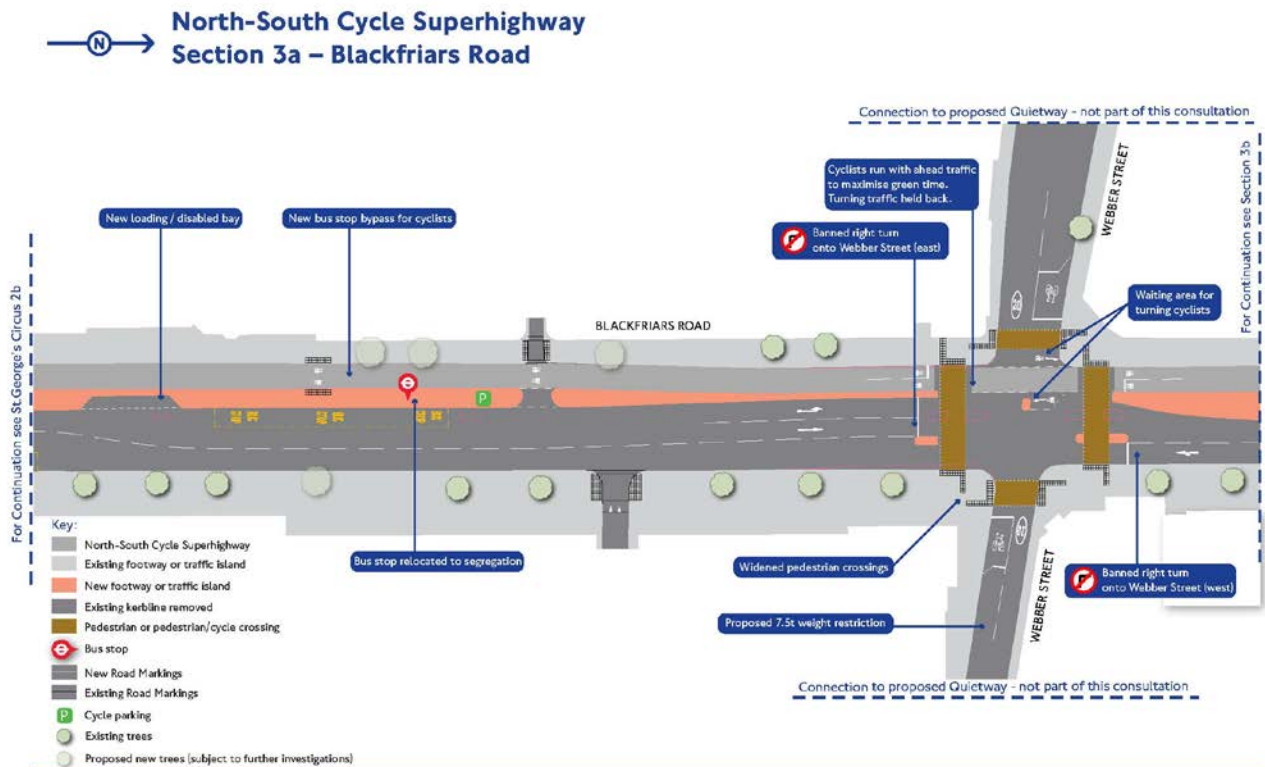
Respondents provided suggestions for the roundabout as follows (<1% each):

- Build segregated lanes into footpaths to enable access to other roads (3)
- A minimum 2m radius for turns (1) or less sharp angles for cyclists (1)
- Road markings leading to the roundabout are confusing (1)
- Suggestion to use a shared space treatment at the roundabout (1)
- Use more footpath space for the track (1)
- Use of sloped kerbs (1)
- Signage to remind motorists that cyclists will use the route and the road (1)

- Restricting traffic around the circus (1) or restricting buses from using the entire circus (1)
- Removing the circus in favour of a signalised junction (1)
- Removing signals within the circus (1)
- Building a cyclist bridge to bypass the roundabout (1)
- Raising the cycle track where it crosses other roads to remind motorists of the track (1).

Section 3a: Blackfriars Road

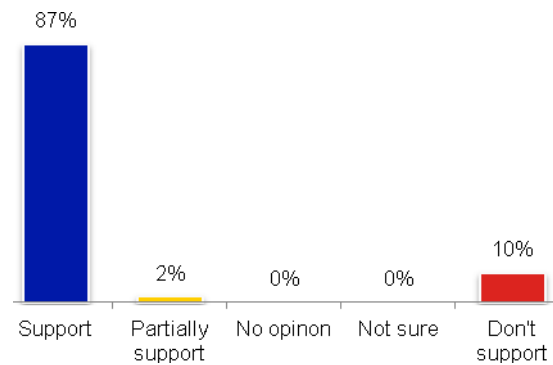
Overview



Key proposals

- Segregated two-way cycle track on Blackfriars Road; track will be 4m wide with no coloured surfacing
- Banned right turns onto Webber Street with traffic expected to use The Cut/Union Street
- Two-stage turn facilities onto Webber Street
- Bus stop bypass for cyclists

Number of respondents: 2469



Details of responses to Section 3a

Of the 2469 responses to this section, 10% (248) contained comments.

General positive comments

52 respondents (2%) provided general offer general support or praise for the proposals for Section 3a:

- Generic support or praise (eg. "Excellent"): 38 respondents (2%)
- Improves safety: 11 respondents (<1%)
- Improve London infrastructure and streetscape: 5 respondents (<1%)
- Proposals will encourage more cycling: 2 respondents (<1%).

Traffic/congestion

27 respondents (1%) expressed concern about the impact on traffic, in particular the impact of the proposals on congestion or delays to motor vehicles (12 respondents, <1%).

Bus stop bypass

21 respondents (1%) commented on bypasses. Four respondents were fully supportive of this feature. Concerns and feedback about the bypasses included:

- Concern about cyclists and pedestrians coming into conflict (11 incl. Southwark Living Streets), particularly people with mobility issues or visual impairment (6 including Guide Dogs and Thomas Pocklington Trust)
- Concern about unclear priority at crossings (3) and suggestions to add signage, signals, or other measures to make it clear who has priority at crossing areas (5 including St John's Church)
- Concern that pedestrians may walk into the track (2)
- Positivity towards the minimum 2.5m space provided for the passenger waiting area (Wheels for Wellbeing).

Two-stage turns

19 respondents (1%) provided feedback on the two-stage turns/waiting areas (<1% each):

- Concern that the amount of space allocated in the waiting areas may not be sufficient for the number of cyclists (4 including Southwark Cyclists)
- Concern about cyclist exposure and conflict with motorists (3 including Cycling Embassy of Great Britain)
- Approval of the protective island (1)
- Request to position Webber Street signals at the first stop line to prevent motorists from encroaching on the Advanced Stop Line and ensure cyclists can make full use of the turning area (1)
- Concern that the waiting point may not be intuitive (4 including Cycling Embassy of Great Britain) but that it will improve as more are installed in the City (1)
- Suggestion to move the turning zones back to avoid conflict with large turning vehicles (1)
- Questioning signal provision for these waiting areas (3 including Cycling Embassy of Great Britain and Wheels for Wellbeing)
- Concern that the proposed style of waiting area is 'dangerous' (1).

Banned right turns

18 respondents (1%) commented on the banned right turns at Webber Street:

- 11 respondents (<1%) opposed banning these turns because of causing long detours, increasing vehicles on surrounding residential roads, and causing difficulties for residents needing to access their houses

- Six respondents (<1%) approved of banning turns. One requested an exemption for cyclists, one would like to ban all turns to Webber Street west, and one asked if cameras would be installed to monitor motorists continuing to turn right.

Impact on buses

15 respondents (1%) discussed the proposals in relation to bus services, with 14 (1%) opposing the proposals in some part because of the impact the scheme will have on bus journey times. One respondent felt bus journeys would improve because of removing cyclists from bus lanes.

Webber Street/Blackfriars Road junction

13 respondents (1%) provided various feedback on this junction (<1% each):

- Request to reconfigure signal phasing to allow more frequent access from Webber Street (2)
- Request to ensure motorists turning across the cycle track are informed cyclists have priority (2)
- Request to ensure Advanced Stop Lines are large enough for large cycles (Wheels for Wellbeing)
- Request to implement Dutch-Style junction with fully segregated turns in all directions (1)
- Suggestion to remove the left turning lane to Webber Street (1)
- Appreciation of new signal structure to allow cyclists to move first (1)
- Concern that cyclist volumes will make it difficult to turn from the route southbound to Webber Street westbound and suggesting a wider area with a right turning box (1)
- Request to position traffic lights at Webber Street at the first stop line for motorists and cyclist-specific lights further on for cyclists in order to prevent motorists from moving into Advanced Stop Lines (1)
- Preference for separation of straight ahead and left turning traffic and Webber Street to minimise conflict (1)
- Request for signage to show connection to proposed Quietway 2 (1)
- Concern that cycling out of Webber Street west looks confusing (1)
- Request to allow northbound cyclists to turn left to Webber Street west by filtering past the signals (1).

Width of track

13 respondents (<1%) commented on the width of the track. Nine respondents feel the width of the track will not be sufficient for peak time cycling; one is positive towards the width; and two would like the track to be wide enough to allow passing or a minimum of 5m wide.

Parking

Seven respondents (<1%) commented on various issues relating to parking vehicles in this area:

- Preferring to relocate cycle parking to side roads to reduce the size of the segregation island (2) and approving of new cycle parking (1)
- Request to relocate loading/disabled bays to side roads (Southwark Living Streets)
- Concern about the impact of the scheme on taxi access/parking near the H10 Hotel (GMB Professional Drivers Branch)
- Request for a wider segregation island so the disabled/loading bay 'does not interfere with the platform approach for buses' (1)

- Request for signal controlled crossings near the loading/disabled bay (1).

Pedestrian crossings

Six respondents (<1%) provided feedback on pedestrian crossings in this area (aside from those at the bus stop bypass, covered above):

- Concern about longer waiting times for pedestrians at junctions (2)
- Preference to retain a traffic island at the Webber Street junction, feeling that without it pedestrians will have difficulty crossing the wide road (1)
- Request to include more zebra crossings, including at St George's Circus (1)
- Asking "where are the zebra crossings?"; it is unclear which aspect of the proposals this refers to (1)
- Concern that removing the hatched space/islands in the middle of Blackfriars Road makes it difficult to cross (1)
- Request to use faux zebra crossings along the track and a central reservation at Webber Street to split up the pedestrian crossing and remove signals for cyclists (1).

Weight restriction on Webber Street

Five respondents (<1%) mentioned this, with four approving (including Sustrans) and one disapproving of this proposal.

Side roads

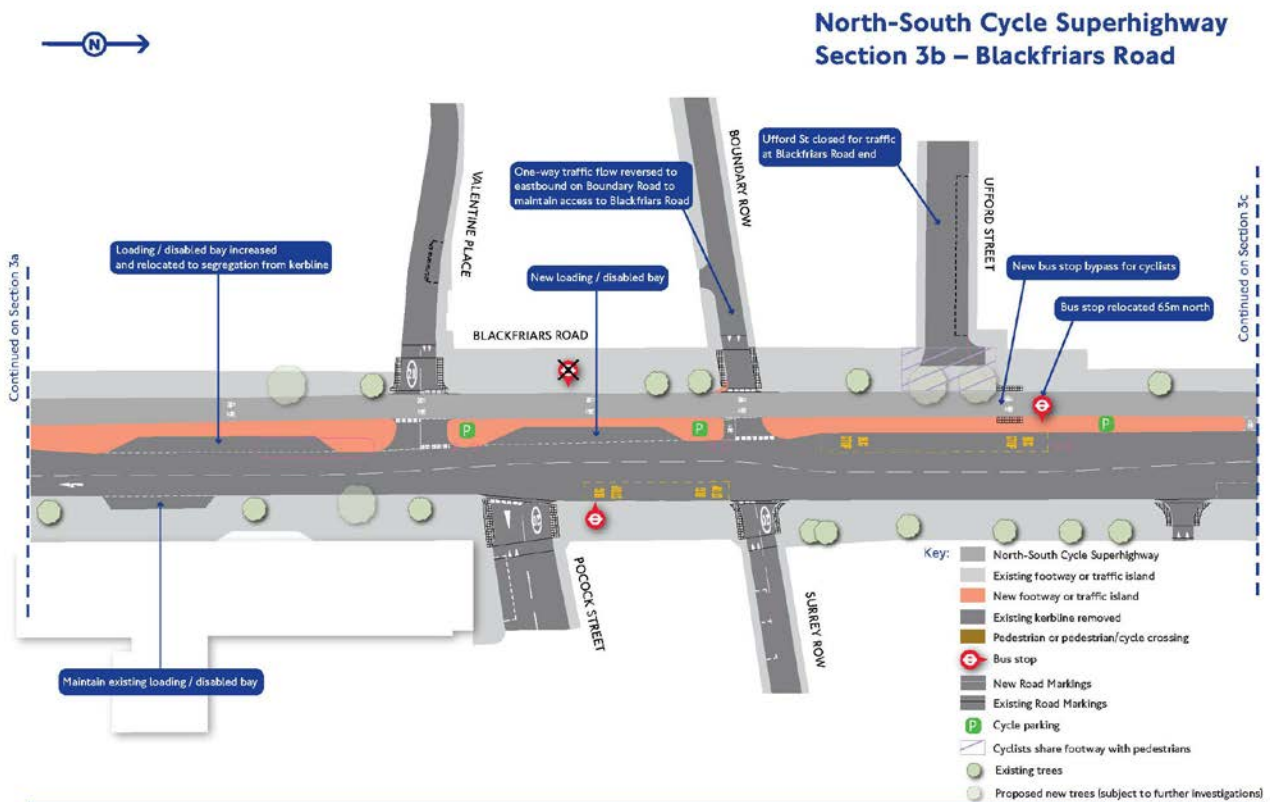
Two respondents (<1%) expressed concern about conflict with motorists at side roads adjacent to the cycle track. Two respondents (<1%) were concerned about the difficulty of accessing side roads opposite the cycle track.

Banned left turn into The Cut

Although not part of this section (refer to Section 3c), four respondents (<1%) expressed concern about banning turns into the Cut and would prefer to retain this access.

Section 3b: Blackfriars Road

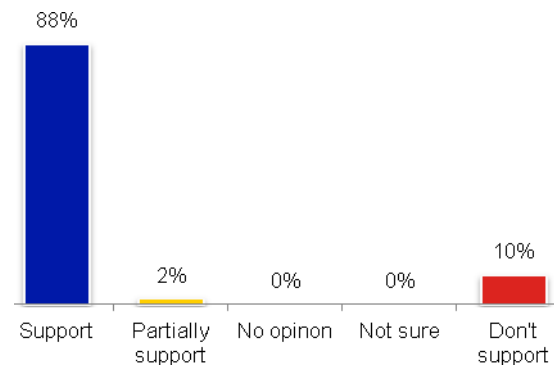
Overview



Key proposals

- Segregated two-way cycle track on Blackfriars Road; track will be 4m wide with no coloured surfacing
- No access to Blackfriars Road from Ufford Street
- Reversal of one-way direction of Boundary Row
- Bus stop bypass for cyclists at relocated bus stop V
- Changes to parking and loading areas

Number of respondents: 2400



Details of responses to Section 3b

Of the 2400 responses to this section, 8% (189) contained comments.

General positive comments

37 respondents (2%) provided general support or praise for the proposals for Section 3b:

- Generic support or praise (eg. "Excellent"): 25 respondents (1%)
- Improves safety: 8 respondents (<1%)
- Improve London infrastructure, streetscape and environment: 5 respondents (<1%)
- Proposals will encourage more cycling: 3 respondents (<1%).

Junctions with side streets

20 respondents (1%) provided various feedback on the route's interaction with the various side streets in this section:

- Concern about or questioning what measures will be in place to protect cyclists from vehicles turning into the western side streets and to warn motorists to watch for two way cycle traffic (8)
- Concern about a lack of crossings to eastern side streets (4)
- Concern that vehicles leaving side roads may get 'stuck' across the cycle lane (2)
- Approval of raised tables at junctions (1) and opposition to raised tables because of causing delay and potential damage to some goods (1)
- Concern about possible use of cobbles at junctions which will become uneven and unusable for cyclists (1)
- Request for contraflow provision on side streets (1)
- Appreciation of building out the segregation island to provide waiting areas while turning (1).

Traffic/congestion

19 respondents (1%) expressed concern about the impact on traffic, in particular the impact of the proposals on congestion or delays to motor vehicles (11 respondents, <1%).

Bus stop bypasses

15 respondents (1%) discussed the bus stop bypass in this section. Comments included:

- Concern about cyclists and pedestrians coming into conflict (8 including St John's Church), particularly people with mobility issues or visual impairment (3 including Guide Dogs and Thomas Pocklington Trust)
- Dislike of bypasses (6)
- Concern about unclear priority at crossings and suggestions to add signage, signals, or other measures to make it clear who has priority at crossing areas (5)
- Approval of bypasses (2)
- Concern that pedestrians may walk into the track (2).

Ufford Street closure

13 respondents (1%) commented on the closure of Ufford Street, with five requesting that cyclists are still able to access this road, four against the closure (including GMB), and three in favour of it.

Impact on buses

12 respondents expressed concern about delays to bus services as a result of the proposals.

Loading/disabled bays

Nine respondents (<1%) commented on changes to loading and disabled bays in this section:

- Request to ensure kerbs allow easy movement for deliveries and disabled people across the track (2 including Wheels for Wellbeing)
- Approval of the design of the loading/disabled bays (2)
- Concern about conflict between cyclists and deliveries which will have to be taken across the track (2)
- Concern about the distance between loading bays and retail unit between Ufford Street and Boundary Row (1)
- Request to accommodate as much loading and disabled parking provision as possible (1)
- Request for additional crossing areas near the disabled parking (Sustrans).

Track width

Seven respondents (<1%) commented. Five respondents felt the track should be wider. One was satisfied with the width and one suggested a minimum width of 5m.

Bus stop relocation

Five respondents (<1%) commented:

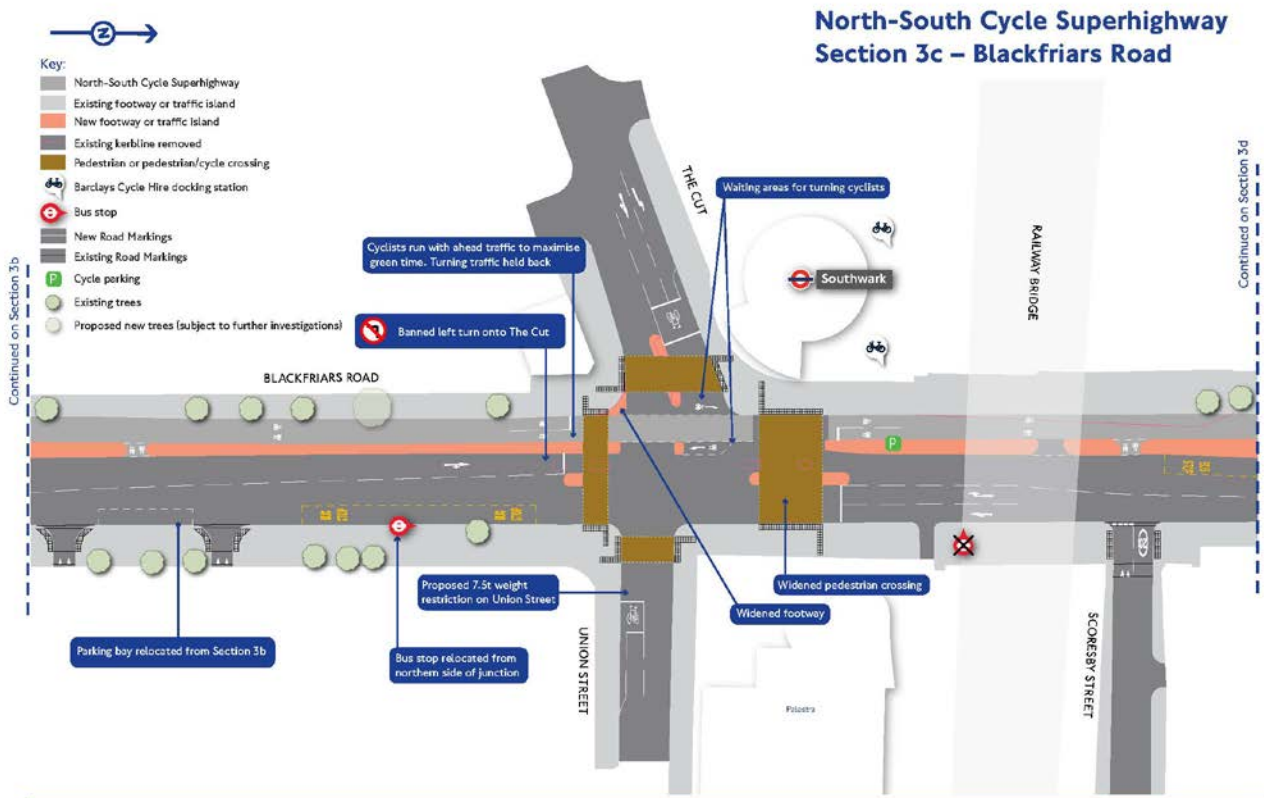
- Concern that the move creates a longer gap between stops and is farther from the retail units/pub (2)
- Favourable towards new location (1)
- Concern that the stop was already moved previously (1)
- Preference to retain the bus stop location (1).

Cycle parking

Four respondents (<1%) commented. Two respondents liked the proposal to provide cycle parking on the segregation island. One respondent felt the cycle parking provision will not be sufficient and one did not feel cycle parking is needed here.

Section 3c: Blackfriars Road

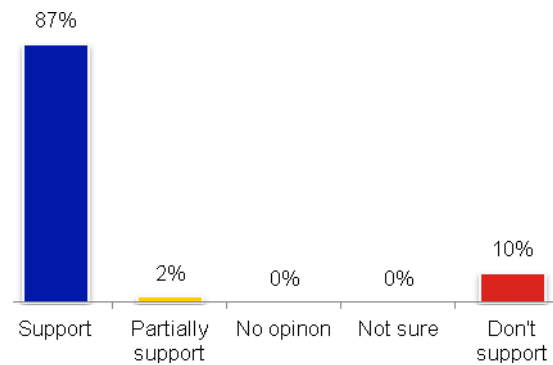
Overview



Key proposals

- Segregated two-way cycle track on Blackfriars Road; track will be 4m wide with no coloured surfacing
- No left turn from Blackfriars Road to the Cut
- Two-stage turn facility for cyclists exiting the route onto Union Street
- Widened pedestrian crossing outside Southwark underground station
- Relocation of bus stop SB

Number of respondents: 2383



Details of responses to Section 3c

Of the 2383 responses to this section, 9% (221) contained comments.

General positive comments

37 respondents (2%) provided general offer general support or praise for the proposals for Section 3c:

- Generic support or praise (eg. "Excellent"): 25 respondents (1%)
- Improves safety: 8 respondents (<1%)
- Proposals will encourage more cycling: 3 respondents (<1%)
- Improve London infrastructure and streetscape: 3 respondents (<1%).

Banned left turn from Blackfriars Road into The Cut

25 respondents (1%) discussed the banned turn at this junction:

- 11 (<1%) opposed the ban because of restricting a key route for taxis, reducing access to The Cut's shops and cafes, and the potential to drive traffic down other, quieter roads. This included the London Cab Ranks Committee, GMB, some taxi drivers, and residents of Ufford Street, Mitre Road, and Short Street
- 10 respondents (<1%) requested that this ban does not apply to cyclists or asked if it would apply, including Franklin Consulting and Lambeth Cyclists. Four respondents (<1%) supported the banned turns.

Junction of The Cut/Union Street/Blackfriars Road

23 respondents (1%) discussed various aspects of this junction. 10 respondents questioned how movements will be made between various points of this junction or expressing concern about the difficulty or safety of this interchange. This included Franklin Consulting. Respondents also offered various feedback/suggestions for this junction, including (<1% each):

- Request for 'improvements' to Advanced Stop Lines (1), segregated lanes leading to Advanced Stop Lines (1), ensuring large cycles can access Advanced Stop Lines (Wheels for Wellbeing), and positioning signals at the first stop line to discourage cars from encroaching on Advanced Stop Lines (1)
- Suggestion for measures such as a clear 'straight ahead' lane or a wider eastbound lane on The Cut to aid cyclists going 'straight' from The Cut to Union Street (3)
- Early start facilities to make key turns at this junction simpler for cyclists (2)
- Request to make Union Street one way with a segregated lane (1)
- Request to remove signals at the junction altogether (1)
- Request for a separate left turning lane into the Cut so the turn does not need to be banned (1)
- Disliking the left turn lane from The Cut because of left hook potential (1)
- Request to discourage motor traffic along The Cut altogether (1)
- Suggestion to move the directional arrow for the right turn into Union Street from Blackfriars Road farther back so cyclists wait in the straight ahead queue instead of the left turning queue (Lambeth Cyclists).

Traffic/congestion

20 respondents (1%) expressed concern about the impact on traffic, in particular the impact of the proposals on congestion or delays to motor vehicles (13, 1%).

Two-stage turns

18 respondents (1%) commented on waiting areas for cyclists/two-stage turns. Five (<1%) disliked this facility and four (<1%) approved. Other comments about two-stage turns included (<1% each):

- Concern that two-stage turns are dangerous or unintuitive (4 incl. Cycling Embassy of Great Britain)
- Concern that not enough space is provided for cyclists waiting at junctions, who may block the oncoming lanes while waiting to turn (3), which could be improved by shifting the pedestrian crossing south and providing additional waiting space for turning cyclists (Southwark Cyclists)
- Concern about provision of signals so two-stage turn cyclists know when to proceed (Cycling Embassy of Great Britain and Wheels for Wellbeing)
- Support for two-stage turns (Sustrans)
- Concern that cyclists will not use them (1)
- Suggesting toucan or diagonal crossings in place of two-stage turns (1)
- Questioning how cyclists waiting to turn into Union Street will cross traffic (1)
- Uncertainty if the turning area is necessary (1).

Pedestrian crossings

13 respondents (1%) commented on pedestrian crossings in this section as below.

Widened crossing near Southwark underground

10 respondents (<1%) noted the widened crossing. Nine respondents appreciated the widened crossing here while one felt it will result in longer green times, which combined with fewer traffic lanes will increase congestion.

Other crossings

One respondent stated, "Lengthened journey times for pedestrians at the junction with The Cut would be very undesirable," although it is not clear why the respondent feels journey times will increase here. Another respondent requested diagonal crossings at The Cut/Union Street junction and Lambeth Cyclists asked "does the pedestrian scramble crossing remain" at this junction. Southwark Living Streets suggested adding a pedestrian crossing between Webber Street and Union Street and other zebra crossings.

Bus stop relocation. 11 respondents (<1%) commented. Nine respondents disliked the proposal to relocate the bus stop as it requires pedestrians to make a second crossing, adds distance between bus stops, and takes passengers away from the shelter provided by the rail bridge. Two respondents approved of the bus stop relocation.

Track width

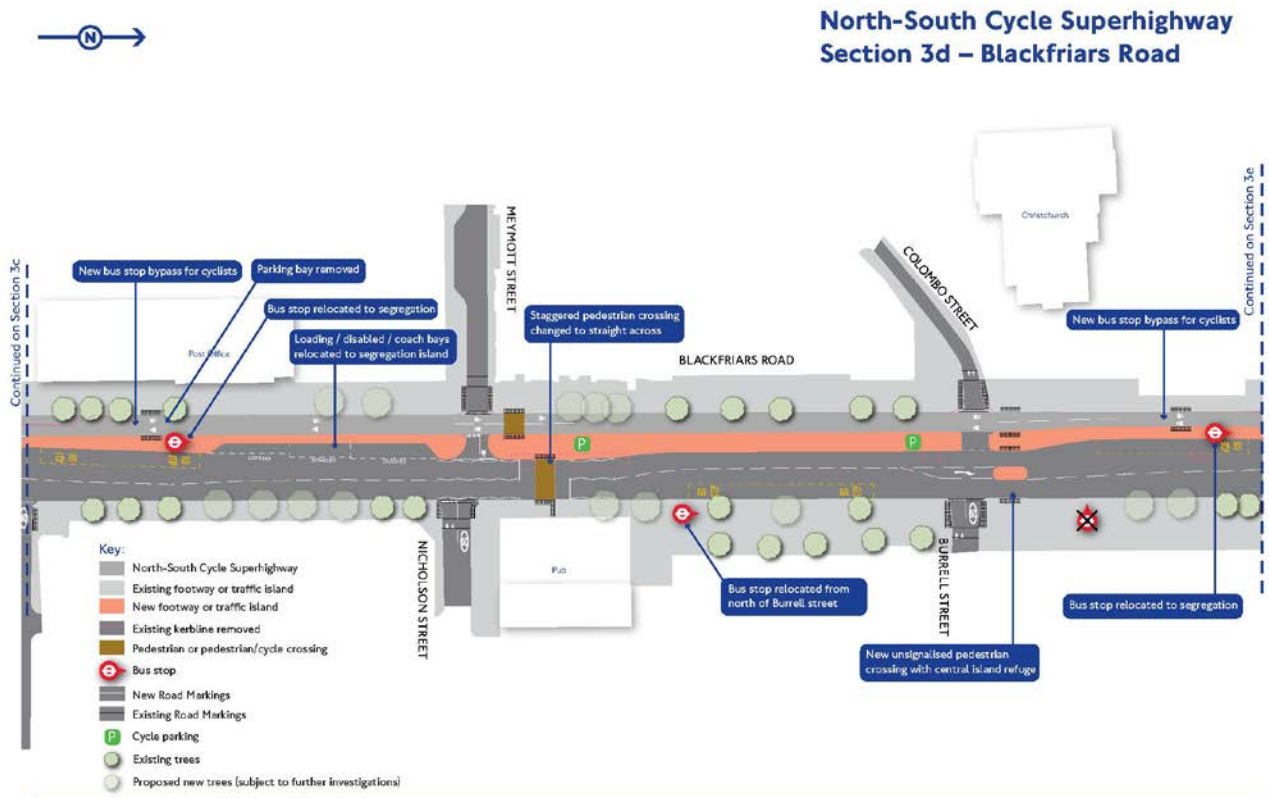
Eight respondents (<1%) commented. Six would prefer to see the track widened to accommodate more cyclists. Two respondents were positive about the proposed width of the cycle track.

Access to side roads

Four (<1%) respondents, including Guy's and St Thomas' NHS Trust, expressed concern about how cyclists would gain access to/from roads along the east of Blackfriars Road. Sustrans requested regular gaps to allow for these movements.

Section 3d: Blackfriars Road

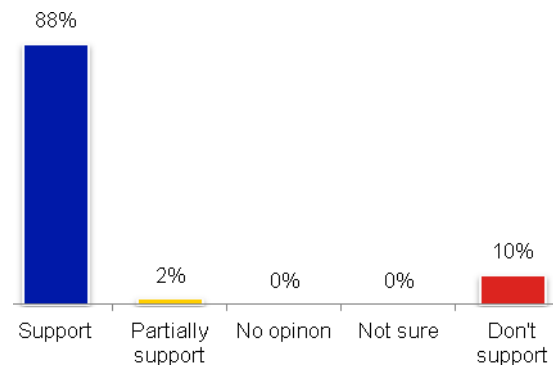
Overview



Key proposals

- Segregated two-way cycle track on Blackfriars Road; track will be 4m wide with no coloured surfacing
- Relocation of bus stop SC and bus stop bypasses provided for cyclists
- Removal of parking and relocation of loading bays
- Staggered pedestrian crossing at Meymott Street converted to straight across and new unsignalised crossing provided at Colombo Street

Number of respondents: 2345



Details of responses to Section 3d

Of the 2345 responses to this section, 8% (185) contained comments.

General positive comments

30 respondents (1%) provided general offer general support or praise for the proposals for Section 3d:

- Generic support or praise (eg. "Excellent"): 22 respondents (1%)
- Improves safety: 6 respondents (<1%)
- Improve London infrastructure and streetscape: 3 respondents (<1%)
- Proposals will encourage more cycling: 1 respondent (<1%).

Traffic/congestion

21 respondents (1%) expressed concern about the impact on traffic, in particular the impact of the proposals on congestion or delays to motor vehicles (13 respondents, 1%).

Bus stop bypasses

18 respondents (1%) gave feedback on this facility, with six (<1%) in favour of the bypasses and six (<1%) having concerns about its impact on pedestrian/cyclist conflict, as noted in previous sections (Guide Dogs, Thomas Pocklington Trust, St John's Church).

Other issues included (<1% each):

- The segregation island may not be wide enough to accommodate the number of bus passengers waiting/disembarking (4)
- The possibility of encouraging cyclists to approach/pass through bus stop bypasses carefully (1)
- Passenger waiting area near the Post Office appears too small (1)
- The placement of a signalised crossing across the cycle track near Meymott Street where a zebra crossing may suffice (1)
- "The platform approach is such that bus drivers would not be able to close the horizontal gap between kerb and vehicle doors", thereby presenting an accessibility problem (1)
- Questioning what measures will be in place to ensure cyclists stop at the signalised crossing at Meymott Street (1)
- Suggestion that the signalised crossing would be more useful south of Colombo Street (1).

Track width

13 respondents (1%) commented on the width of the track. 10 (<1%) would prefer a wider track, particularly towards the north of this section where it narrows to 3m. One respondent was positive towards the proposals and one respondent wanted the track to be at least 5m.

Access to side roads

12 respondents (1%) commented on the cycle track's interaction with side roads (<1% each):

- Concern about motorist/cyclist conflict at the junctions and unclear priority (4 including Franklin Consulting)
- Concern about difficulties accessing roads on the opposite side of Blackfriars Road (2 including GSTT)
- Suggesting markings/signage to denote priority and/or remind motorists of the cycle track (2)

- Positivity towards raised tables at the approaches to these junctions (2) and request for additional road bumps or signage before the raise area to slow motorists further (2)
- Concern that the segregation island at Colombo Street does not provide enough space for a vehicle turning onto Blackfriars Road, which could block the cycle track (1)
- Request for regular gaps to access side roads (2 including Sustrans)
- Opposing raised tables at side roads (1)
- Request for contra-flow cycling on Meymott Street (1).

Pedestrian crossings

11 respondents (<1%) commented on pedestrian crossings in this section as below.

Straight v staggered crossings

Six respondents expressed preference for straight crossings; three of these would like the crossing near the pub to be straightened.

Signalised crossings

Two respondents felt a zebra crossing would be sufficient over the cycle track. One respondent stated a preference for a signalised crossing instead of an unsignalised one (presumably at Colombo Street as they felt the cycle track itself was 'good' and did not specify crossings along the cycle track).

Other comments

One respondent was concerned that the unsignalised crossing north of Colombo Street does not align with pedestrian desire lines and suggested moving it southwards.

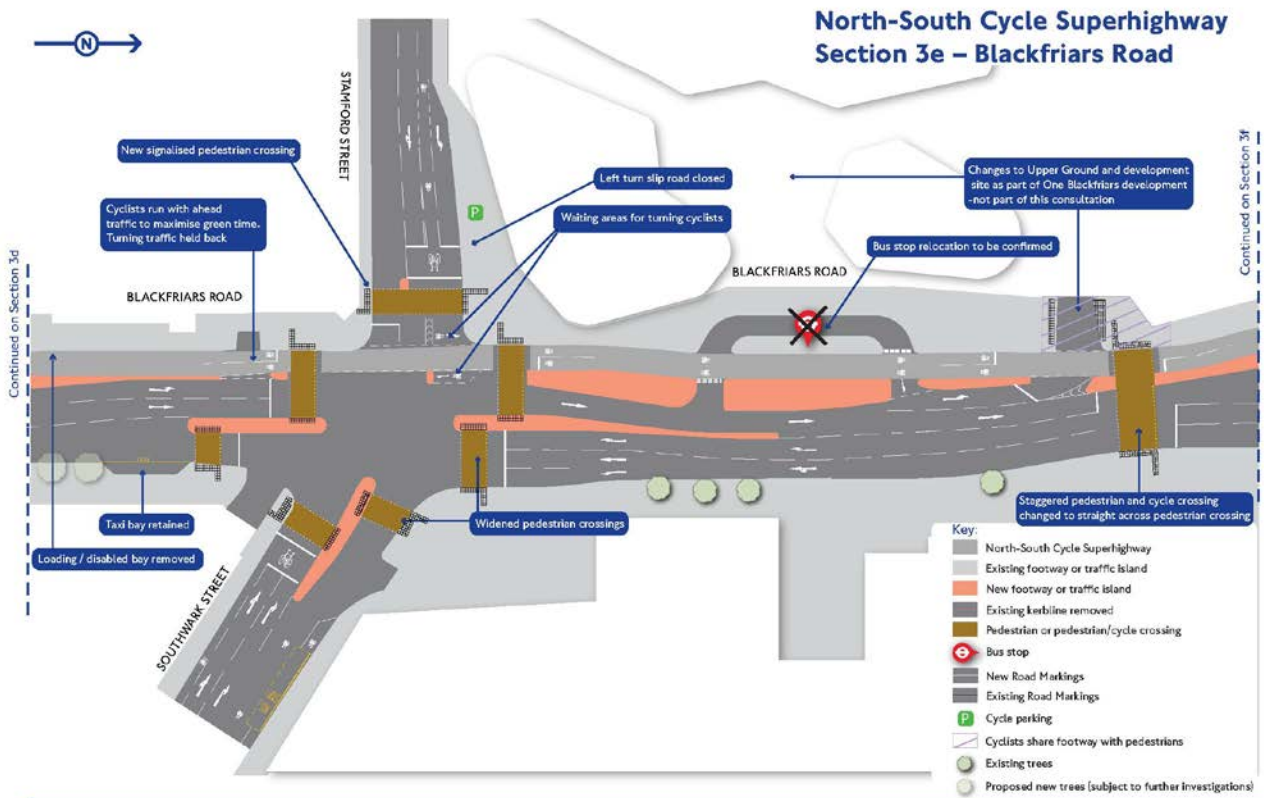
Changes to parking/loading areas

Six respondents (<1%) commented on loading/disabled/coach bays in this section:

- Concern that moving good from loading bays across the cycle track has not been addressed (1)
- Request for signalised crossings to facilitate crossings of deliveries and pedestrians with mobility issues (1)
- Noting that dropped kerbs will have to be provided to allow deliveries and disabled people to cross the track (2 including Wheels for Wellbeing)
- Opposition to removal of parking bay outside the Post Office (appears to be some confusion as this parking area is relocated rather than removed) (1)
- Suggestion from London Cab Ranks Committee that the "position of the disabled bay and taxi rank at the hotel situated at the corner of Meymott and Blackfriars Road be reversed"; this would give disabled drivers "better access to the hotel, as the need to cross the cycle highway would be removed". However, "moving the taxi rank could present its own problems when trying to accommodate less able passengers ... because of crossing the cycle highway."

Section 3e: Blackfriars Road

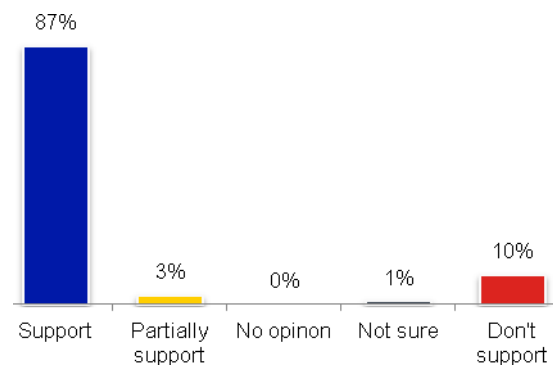
Overview



Key proposals

- Segregated two-way cycle track on Blackfriars Road; track will be 4m wide with no coloured surfacing
- Two-stage turn facility for cyclists exiting onto Southwark Street
- Relocation of bus stop SK
- Stamford Street/Southwark Street to have widened crossings and a signalised crossing on Stamford Street, with junction phasing to hold back turning traffic
- Staggered crossings converted to straight

Number of respondents: 2349



Details of responses to Section 3e

Of the 2349 responses to this section, 10% (227) contained comments.

General positive comments

32 respondents (1%) provided general offer general support or praise for the proposals for Section 3e:

- Generic support or praise (eg. "Excellent"): 18 respondents (1%)
- Improves safety: 12 respondents (1%)
- Improve London infrastructure and streetscape: 3 respondents (<1%)
- Proposals will encourage more cycling: 1 respondent (<1%).

Access to Stamford Street and Southwark Street

43 respondents (2%) discussed accessibility from the superhighway to these streets and generally questioned how various manoeuvres between the route and these streets will be facilitated. This included Lambeth Cyclists, Better Bankside, and Franklin Consulting.

Other feedback included:

- Concern about and request for protection/segregation on Stamford Street and Southwark Street (12 respondents, 1%, including Brent Cyclists, Wheels for Wellbeing, Cycling Embassy of Great Britain), with concerns about left hooks particularly common along the latter
- Request for a cyclist slip/feeder lane included for the left turn from Stamford Street to northbound to bypass the traffic lights (5 respondents, <1%)
- Concern that cyclists travelling southbound on the route wanting to turn right into Stamford Street could block the cycle tracks (2 respondents, <1%)
- Dislike of the placement of the advisory cycle lane on Stamford Street (2 respondents, <1%, including Southwark Cyclists)
- Concern that the Advanced Stop Line on Southwark Street will not be able to accommodate the number of cyclists here and that cyclists are vulnerable to being left hooked here (1 respondent, <1%)
- Request to enforce Advanced Stop Line (1 respondent, <1%)
- Request to provide "an extra stop line marked north of the pedestrian crossing on the cycle superhighway, plus if needed a suitably placed signal" to help cyclists travel between the route and Southwark Street (Southwark Cyclists).

Pedestrian crossings

25 respondents (1%) provided a range of feedback on pedestrian crossings throughout the proposal as below:

Straight vs. staggered crossings

Nine respondents (<1%) disliked staggered crossings and would prefer straight crossings in this area, including Sustrans and Franklin Consulting.

Redesigned crossing near Upper Ground

Seven respondents (<1%) supported the redesigned crossing near Upper Ground. One respondent, while positive towards the crossing changes, did not support the cycle track.

New crossing on Stamford Street

Six respondents (<1%) supported the proposal for a new pedestrian crossing for Stamford Street, although one does not feel this crossing needs 'moving back'.

Widened crossings

One respondent opposed the widened crossings on the turn into Southwark Street as it takes away 'room for cyclists to approach the safe start box'. One respondent asked if the volume of people crossing Southwark Street warranted wide crossings.

Traffic/congestion

23 respondents (1%) expressed concern about the impact on traffic, in particular the impact of the proposals on congestion or delays to motor vehicles (9 respondents, <1%).

Two-stage turns

21 respondents (1%) discussed two-stage turns. Six respondents (<1%) disliked this facility, generally considering it dangerous or unintuitive. Four respondents (<1%) liked the two-stage turns. Other feedback was as follows (<1% each):

- Concern that cyclists are exposed while waiting (3)
- Concern that turning areas are not spacious enough and may block the cycle track with waiting cyclists (3)
- Urging publicity around use of this facility through junction design and education (2 including Better Bankside)
- Questioning if signals would be visible to cyclists waiting here and if the turning area can accommodate large cycles (Wheels for Wellbeing)
- Suggestion that waiting areas should be in the 'going straight on' lane, not in the left-turning lane for motor traffic as this may invite conflict at the entrance to Southwark Street (Lambeth Cyclists).

Slip road closure

Nine respondents (<1%) commented. Five were favourable towards removing the slip road, including Sustrans and Southwark Living Streets, and two opposed the removal, including GMB. One preferred to leave the slip road in place so cyclists and taxis could use the slip road for easier access to Blackfriars Road, and one asked if motorists will still be allowed to turn left.

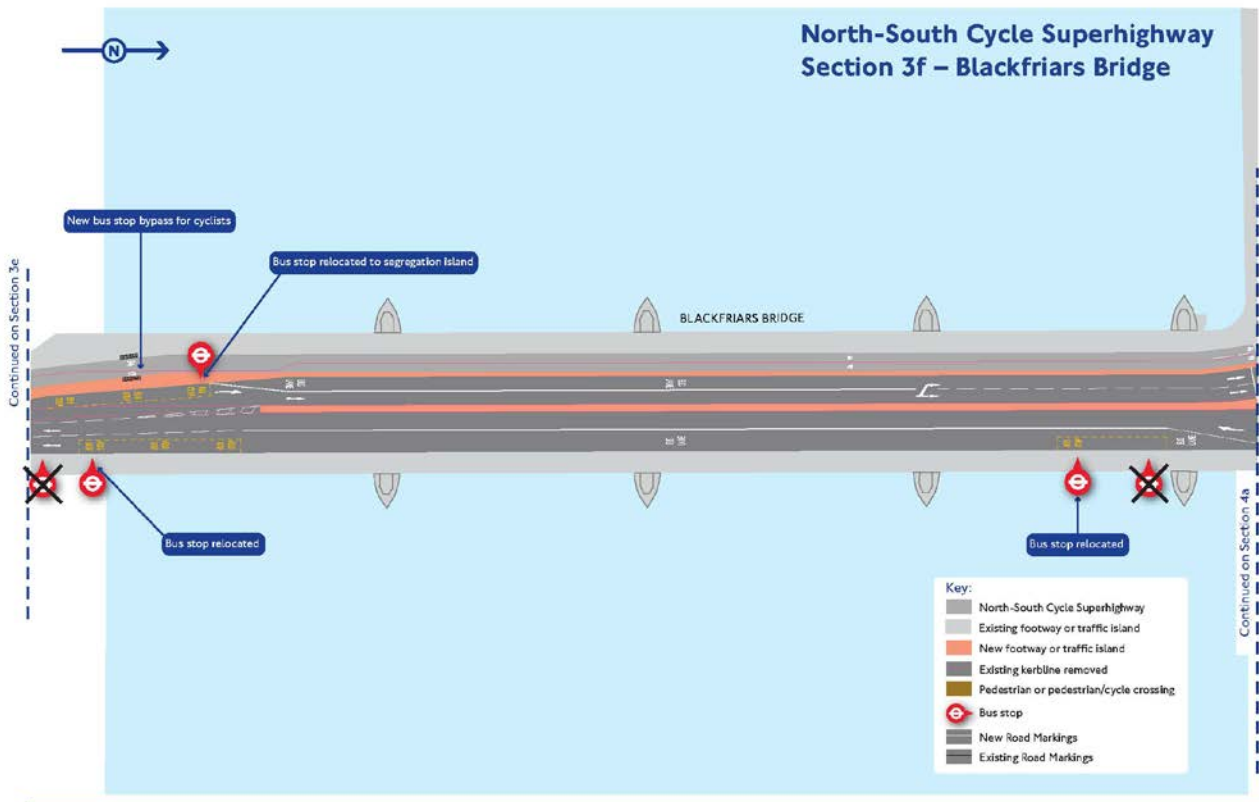
Upper Ground junction

Eight respondents (<1%) discussed cyclist use, and access, of Upper Ground as follows:

- Concern about how left turning motorists from Blackfriars Road to Upper Ground will be handled in relation to the cycle track (3)
- Request that connectivity to NCN4 along Upper Ground is considered (3 including Sustrans) such as by retaining the toucan crossing (Southwark Cyclists)
- Request for a right turn lane to facilitate turning to Upper Ground from the route southbound (2)
- Suggestion to not extend the pedestrian crossing over the cycle track (1)
- Questioning how access to Upper Ground from the route southbound is facilitated (1) and concern that the cycle track may become congested with cyclists waiting to turn right onto Upper Ground (1)
- Appreciation for the changes to the junction, which will make it easier to access Upper Ground from the route southbound (1)
- Insisting that cyclist access with Upper Ground is maintained (1).

Section 3f: Blackfriars Bridge

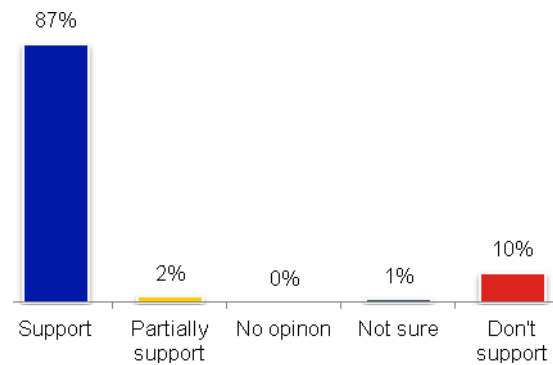
Overview



Key proposals

- Segregated two-way cycle track on Blackfriars Bridge; track will be 4m wide with no coloured surfacing
- Reduction of bridge footpath by 2m to 5m
- Bus stop bypass for cyclists
- Relocation of bus stops D and L

Number of respondents: 2382



Details of responses to Section 3f

Of the 2382 responses to this section, 9% (218) contained comments.

General positive comments

55 respondents (2%) provided general offer general support or praise for the proposals for Section 3f:

- Generic support or praise (eg. "Excellent"): 36 respondents (1%)
- Improves safety: 17 respondents (1%)
- Improve London infrastructure and streetscape: 3 respondents (<1%)
- Proposals will encourage more cycling: 1 respondent (<1%).

Use of footpaths

22 respondents (1%) noted that the proposals for this section mean that the cycle track would replace some existing footpath and be positioned at footway level. Comments on the use of footpaths were:

- Requests to provide signage or markings to demarcate pedestrian and cyclist spaces and prevent conflict (19 respondents, 1%)
- Preference for using road space for the cycle track instead of footpath (3 respondents, <1%)
- Preference for reducing the width of the central island to reduce the need to use footpaths (1 respondent, <1%).

Traffic/congestion

20 respondents (1%) expressed concern about the impact on traffic, in particular the impact of the proposals on congestion or delays to motor vehicles (12, 1%).

Impact on buses

14 respondents (1%) did not wish to see delays to bus services or changes to bus lanes as a result of the cycle track being implemented. One respondent would like the northbound bus lane to extend to the lights at Blackfriars junction rather than stopping partway along the bridge.

Track width

12 respondents (1%) commented on the width of the track as follows (<1% each):

- Feeling that the track should be wider to accommodate high cyclist volumes and allow passing (6)
- Similar to the above, concern that the incline of the bridge will cause faster cyclists to need sufficient space overtake slower ones (3)
- Questioning if the track is wide enough (2)
- Appreciation of proposed width (1).

Bus stop bypasses

12 respondents (1%) mentioned the bus stop bypass in this section (<1% each):

Approval of bypasses (5)

- Opposition to bypasses for putting cyclists and pedestrians into conflict or feeling pedestrians should not have to cross a track to get to buses (4 including Guide Dogs, Thomas Pocklington Trust)
- Request for traffic calming to help pedestrians cross the track (1)
- Request to consider crossings for the track in line with disabled users' preferences (Wheels for Wellbeing)

- Uncertainty about bypass facility as the respondent's opinion 'depends on how much foot traffic might be passing to and from the bus stops in these situations' (1).

Bus stop relocations

Six respondents (<1%) commented on the proposed bus stop relocations:

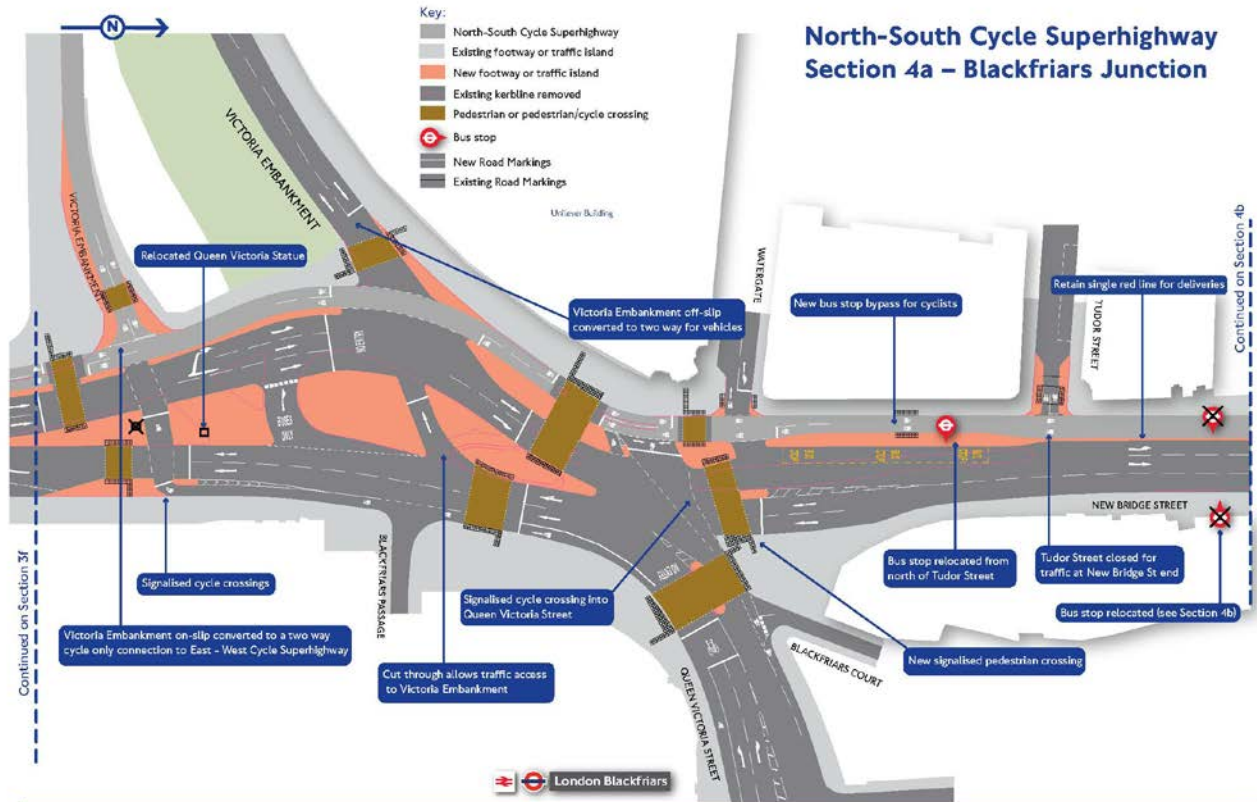
- Dislike relocation because of other bus stops in close proximity (2)
- Approval of relocation (1)
- Suggestion that bus stop D is inconvenient for users of Southwark and Blackfriars station and it would be better moved southwards to Southwark Street (1)
- Suggestion that bus stop L should be removed because bus stop K is nearby and also provides for disabled passengers (1)
- Dislike of all bus stop positions along the bridge and request to remove the most northbound stop along the southbound route (1).

Pedestrian crossings

Two respondents (<1%) requested consideration of pedestrian desire lines. One asked for consideration of the desire line "for pedestrians to cross the road during the length of the bridge" and Sustrans requested that most passengers will look to walk on south of the river so there should be a pedestrian crossing of the cycle track along the desire line near the bus stop.

Section 4a: Blackfriars Junction

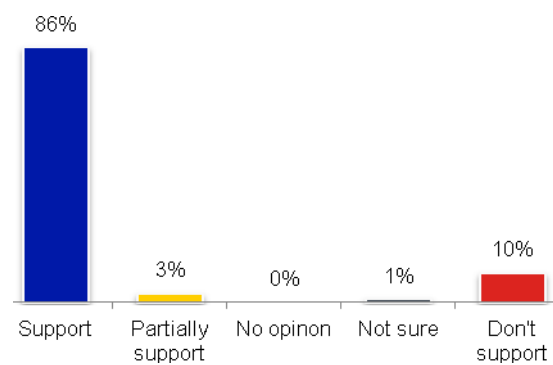
Overview



Key proposals

- Southern slip road converted to pedestrian and cyclist use; northern slip road converted to two-way for vehicles
- Segregated two-way cycle track replaces one southbound and partially one northbound traffic lane on New Bridge Street
- No access to Tudor Street from New Bridge Street, except cyclists
- Relocation of bus stop J and bus stop bypass for cyclists
- New pedestrian and cycle crossings at Blackfriars Junction

Number of respondents: 2362



Details of responses to Section 4a

Of the 2362 responses to this section, 12% (272) contained comments.

General positive comments

65 respondents (3%) provided general offer general support or praise for the proposals for Section 4a:

- Generic support or praise (eg. "Excellent"): 37 respondents (2%)
- Improves safety: 20 respondents (1%)
- Connections east and west: 4 respondents (<1%)
- Improve London infrastructure and streetscape: 3 respondents (<1%)
- Proposals will encourage more cycling: 2 respondents (<1%).

Access between the route and Queen Victoria Street

30 respondents (1%) commented on the interchange from the route to Queen Victoria Street with a variety of feedback:

- Confusion about how interchange between the route and Queen Victoria Street is facilitated or concern that not enough consideration has been given to this interchange (12 respondents, 1%, including Brent Cyclists, Cycling Embassy of Great Britain)
- Request for semi-segregation or full segregation of the west/southbound cycle lane from Queen Victoria Street (8 respondents, <1%)
- Concern that the turning area from the route (near Watergate) does not appear to provide enough space for the number of cyclists who will turn here or larger cycles (4 respondents, <1% incl. Wheels for Wellbeing and Sustrans)
- Suggestion to realign the waiting areas for cyclists from Queen Victoria Street 'so as not to deliver cycles at the stop line (where other cyclists are likely to be waiting)' (Sustrans)
- Asking if signals will be visible from the waiting area near Watergate (Wheels for Wellbeing)
- The need for signage to direct cyclists from Queen Victoria Street to the route (1 respondent, <1%)
- Phasing of signals at the junction which can result in southbound vehicular traffic from Queen Victoria Street blocking southbound traffic from New Bridge Street (1 respondent, <1%)
- Cycle lane on Queen Victoria Street appears too narrow (1 respondent, <1%)
- Appreciation of signalised cycle crossing to Queen Victoria Street (1 respondent, <1%)
- Request to enforce Advanced Stop Line on Queen Victoria Street (1, <1%) and opposition to Advanced Stop Lines 'as accessing them leaves riders prone to left hook conflicts' (1, <1%).

Traffic/congestion

29 respondents (1%) expressed concern about the impact on traffic, in particular the impact of the proposals on congestion or delays to motor vehicles (19 respondents, 1%).

East-West route connectivity

17 respondents (1%) commented on the interchange between the route and East-West route with 12 (1%) of these positive towards the interchange, including Cycling Embassy of Great Britain. Other comments included (<1% each):

- Concern that cyclists from southbound turning right to East-West route may hold up cyclists behind them while waiting to cross northbound cycling traffic (4)

- Concern that the turning angle at the junction will require cyclists to slow down and disrupt the flow of traffic (1).

Pedestrian crossings

19 respondents (1%) discussed pedestrian crossings (<1% each):

- Appreciation for the new crossing at New Bridge Street (9)
- Preference for straight crossings instead of staggered (4 including Franklin Consulting)
- Concern that the two pedestrian crossings over the cycle track south of Watergate are too close together and will cause disruption for cyclists (2)
- Preference for zebra crossings along the cycle track (2)
- New Bridge Street crossing is unnecessary/redundant because the subway can be used (1)
- Crossings around Blackfriars will be worsened by the proposals (1)
- Suggestion of an additional crossing near Tudor Street (1)
- Suggestion that the pedestrian desire lines at New Bridge Street is on a northwest/southeast alignment which the crossing does not serve (1)
- Suggestion to widen the New Bridge Street crossing to accommodate more pedestrians (1).

Tudor Street closure

12 respondents (1%) commented on the closure of this street. Six respondents (<1%) opposed closing Tudor Street, citing the impact it will have on other roads when traffic is redirected, including GMB. Four respondents approved of the closure and two were uncertain about it, expressing concern about where motorists would be redirected as a result. This issue was also mentioned in Section 4b.

Victoria Embankment (north slip road) junction

11 respondents (<1%) provided feedback on access between Embankment and Blackfriars and/or the impact of this access on the route. The main issue highlighted was the potential for left hooks from motorists turning left onto Embankment across the route, cited by seven respondents, including Cycling Embassy of GB and Franklin Consulting. Other feedback included:

- Request for a wider segregation island between the route and the left turn lane onto Embankment to give motorists time to see cyclists before turning (1)
- Feeling that the junction is still dangerous (not specified why) (1)
- Urging sufficient signal timing to prevent motorists from Embankment becoming 'stuck' outside of Blackfriars station and blocking the cycle track (1)
- Concern that "traffic entering Embankment using the cut through cannot travel at the same time as cyclists coming off and onto the bridge" and that "Watergate could be a blind exit" (1)
- Confusion about the operation of the cut through and request for more detail on this (1)
- Request for box junction markings and better monitoring of vehicles turning onto Embankment across the cycle track (1).

Deliveries/loading areas

Nine respondents (<1%) commented on the changes to the delivery area north of Tudor Street. Five respondents asked if delivery vehicles would be able to cross/block the cycle track in this area. Four respondents (<1%) expressed concern about changes that would make it more difficult for delivery/servicing vehicles to operate.

Bus stop bypass

Nine respondents (<1%) commented. Five opposed the bus stop bypasses for reasons highlighted in previous sections. Two supported the bypasses and two provided other comments. Wheels for Wellbeing asked that consideration is given to disabled-friendly crossings to reach bus stops and another respondent requested traffic calming to slow cyclists on approach to bus stops.

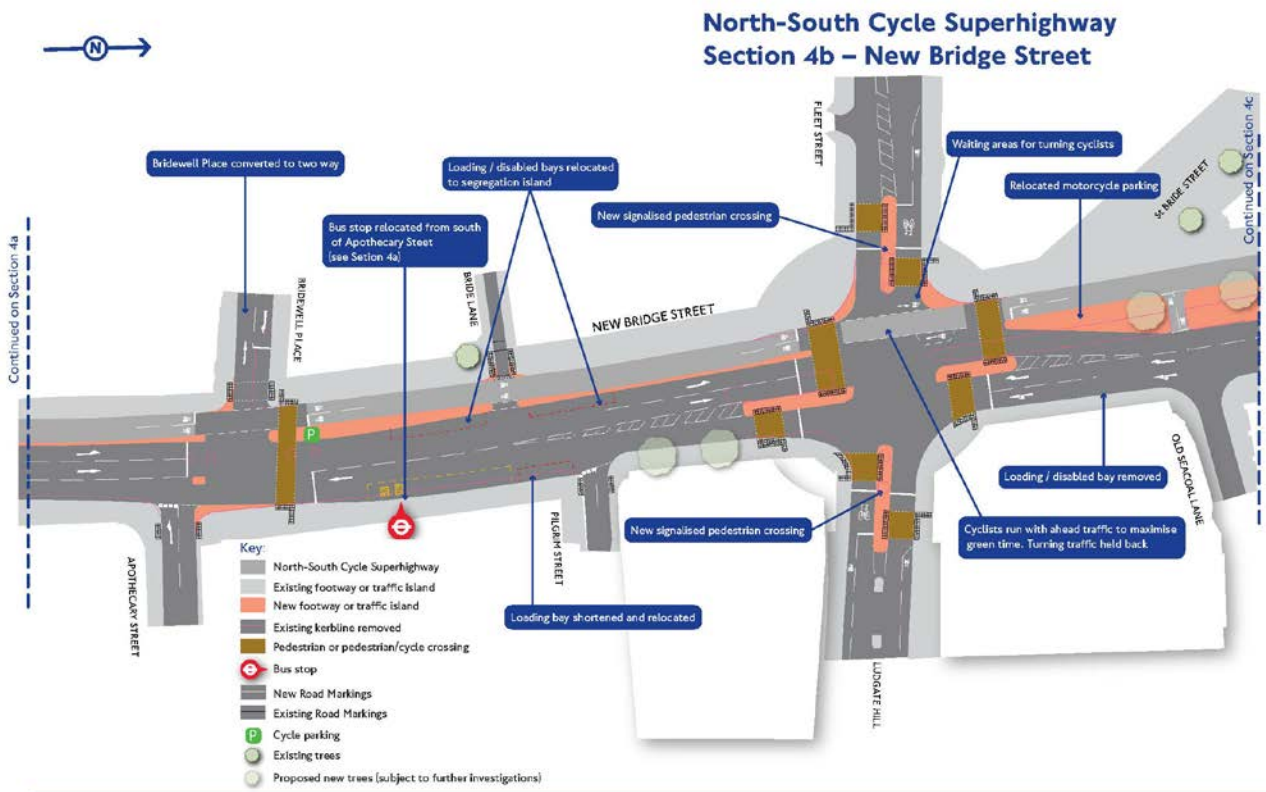
Bus stop relocation

Seven respondents (<1%) discussed the relocation of the bus stop on New Bridge Street:

- Approval of moving the bus stops, saying the current locations are too close to other stops and make for dangerous cycling conditions (3)
- Opposition to moving the bus stops as they consider the new positions too far from Blackfriars station (2)
- Opposition to moving the northbound bus stop as many taxi passengers are dropped off/picked up from that location (London Cab Ranks Committee)
- Opposition to moving the northbound bus stop but supported moving the southbound bus stop (1).

Section 4b: New Bridge Street

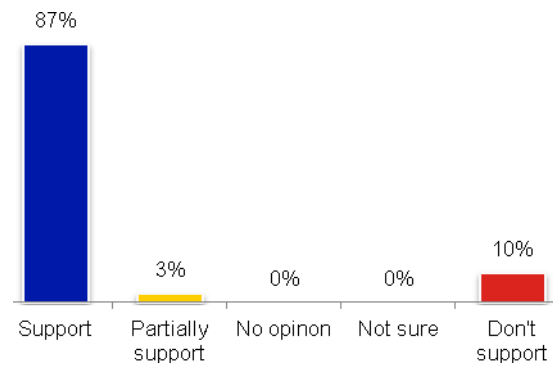
Overview



Key proposals

- Segregated two-way cycle track replaces one southbound and partially one northbound traffic lane on New Bridge Street
- Two-stage turn facilities at Ludgate Circus
- Widened pedestrian crossings at Ludgate Circus
- Relocation of bus stop K
- Relocation of loading/parking bays, including motorcycle parking area currently in the middle of Farringdon Street
- Bridewell Place converted from one-way to two-way

Number of respondents: 2335



Details of responses to Section 4b

Of the 2335 responses to this section, 10% (234) contained comments.

General positive comments

45 respondents (2%) provided general offer general support or praise for the proposals for Section 4b:

- Improves safety: 22 respondents (1%)
- Generic support or praise (eg. "Excellent"): 18 respondents (1%)
- Improve London infrastructure and streetscape: 5 respondents (<1%)
- Proposals will encourage more cycling: 1 respondent (<1%).

Ludgate Circus

36 respondents (1%) commented on this junction as below:

Interchange

15 respondents (1%) were concerned that movements between the route and Fleet Street/Ludgate Hill were unclear, still prone to conflict with motor vehicles, or not given enough consideration in the proposals. This included Sustrans, Cycling Embassy of Great Britain, and Brent Cyclists.

Signal phasing

Nine respondents (<1%) commented on signals at this junction:

- Appreciation of the proposal to hold left turning traffic from New Bridge Street (5)
- Request for early start or separate phasing for cyclists throughout the junction (2)
- Concern that maximising green time for cyclists and traffic will reduce pedestrian crossing times (Living Streets)
- Request for a simultaneous green signal (Brent Cyclists)
- Asking if right turning traffic from Farringdon Street will also be held back (1).

Advance stop lines/boxes

Five respondents (<1%) gave suggestions relating to Advanced Stop Lines:

- Request to ensure Advanced Stop Lines are enforced (1) such as by placing traffic lights to discourage motorists from moving into Advanced Stop Lines (1)
- Request to ensure Advanced Stop Lines are accessible for large cycles (Wheels for Wellbeing)
- Opposition to Advanced Stop Lines on busy roads because of leaving cyclists prone to left hooks (Brent Cyclists)
- Concern that many cyclists are not confident enough to manoeuvre into the full Advanced Stop Line box, resulting in some cyclists left mixing with motorists (1).

Other comments

Other comments included (<1% each):

- Approval of the proposed changes to the junction (5)
- Concern about left hook possibilities at the junction (3)
- Request to implement Dutch style infrastructure (1), such as bending the cycle track westwards over Fleet Street to allow a stopping space for motor vehicles (1)
- Suggestion to raise the track at side roads, including Fleet Street, to highlight cyclist priority (1)
- Request to ensure traffic islands are removable for the Lord Mayor's Show (1)
- Request for box junction markings and better enforcement (1).

Pedestrian crossings

24 respondents (1%) noted changes to pedestrian crossings here as below.

Staggered crossings

15 respondents (1%) preferred straight to staggered crossings; some respondents suggested high pedestrian volumes here will result in people choosing to cut across the road rather than wait at multiple signals or that the central islands will be too small for the number of people waiting. This included Franklin Consulting, Living Streets, and Sustrans.

Scramble crossing

Eight respondents (<1%) requested using an Oxford Circus style scramble/diagonal crossing here, including one suggestion for a simultaneous green signal for pedestrians and cyclists. This included Sustrans.

New crossings. Four respondents (<1%) commented on the new crossings in this area. Three were positive towards these and one felt the proposals would make pedestrian provision in this area worse.

Other comments

- Appreciation for the new signalised crossings (2)
- Request for wider crossings because of high footfall (1)
- Request for a signalised crossing near Ave Maria Lane/St Paul's Cathedral to replace the existing zebra crossing and improve traffic flow (2)
- Concern about the removal of crossings from Apothecary Street and Bridewell Place (Living Streets)
- Suggestion to widen the New Bridge Street crossing (Section 4a) to accommodate more pedestrians (1)
- Concern that maximising green time for cyclists and straight ahead traffic will reduce time in the pedestrian crossing phase (Living Streets).

Traffic/congestion

20 respondents (1%) expressed concern about the impact on traffic, in particular the impact of the proposals on congestion or delays to motor vehicles (11 respondents, <1%).

Two-stage turns

17 respondents (1%) commented on this feature (<1% each):

- Concern that the turning area is unprotected/requests for further measures to protect waiting cyclists such as islands, coloured areas, or kerbs (4)
- Concern that the facility is confusing or awkward (3)
- Uncertainty about how the two-stage turns operate (3)
- Appreciation for two-stage turns (3)
- Preference for simultaneous green/scramble crossing in lieu of two-stage turns (2)
- Concern about conflict with vehicles in these areas (1)
- Concern that the waiting area will cause disruption along the track (1)
- Request to position traffic lights to ensure motor vehicles cannot encroach on the two-stage turning area (1)
- Asking if signals will be visible for cyclists in the waiting area and if the turn can be carried out by larger cycles (Wheels for Wellbeing).

Bridewell Place

12 respondents (1%) mentioned changes Bridewell Place as below.

Priority at the junction

Seven respondents (<1%) expressed concern about conflict between cyclists and motorists at this junction and requested clearer signage and information to indicate priority of movements/vehicles.

Conversion to two-way operation

Five respondents (<1%) discussed this:

- Preference to retain one-way operation (2)
- Preference to close Bridewell Place instead of Tudor Street (1)
- Concern that Bridewell Place is too narrow for delivery vehicles (1) or that it is not a suitable alternative to Tudor Street (1).

Loading/parking bays

Nine respondents (<1%) commented:

- Opposing any reduction or changes to loading/parking areas (4)
- Supporting the scheme as long as loading bays are still available (1)
- Request for consultation with local businesses to ensure delivery vehicles do not try to park in the track (1)
- Request for enforcement of double red lines (1)
- Asking if cycle track kerbs will allow easy access from the disabled bays in place of pedestrian crossing points (Wheels for Wellbeing).

Tudor Street closure

Seven respondents (<1%) commented on this proposal from Section 4a:

- Opposition to closing Tudor Street because of concerns about pushing traffic to other roads and restricting deliveries (3 including London Cab Ranks Committee)
- Questioning where vehicles that would otherwise use Tudor Street would be redirected (2)
- Preference for closing Bridewell Place instead as Tudor Street is more useful (1)
- Appreciation of closing Tudor Street to remove conflict (1).

Treatment for Ludgate Hill and Fleet Street

Seven respondents (<1%) commented on measures to improve cycling along these roads:

- Request to see the beginnings of one-way segregated tracks along Fleet Street and Ludgate Hill (Brent Cyclists)
- Request to remove some footpath on Ludgate Hill to provide more space for the cycle lane (1)
- Request to improve Fleet Street for better cyclist movement (1)
- Suggestion that the eastbound cycle lane on Ludgate Hill should begin at the junction and be mandatory (1)
- Suggestion to close Ludgate Hill to motor vehicles (1)
- Concern about lack of protection along Ludgate Hill, particularly where the road is narrow (1) and request to provide segregation here (1)
- Request to give consideration to future treatments of Ludgate Hill and Fleet Street to reduce danger of cycling alongside HGVs/buses (1).

St Bride Street link

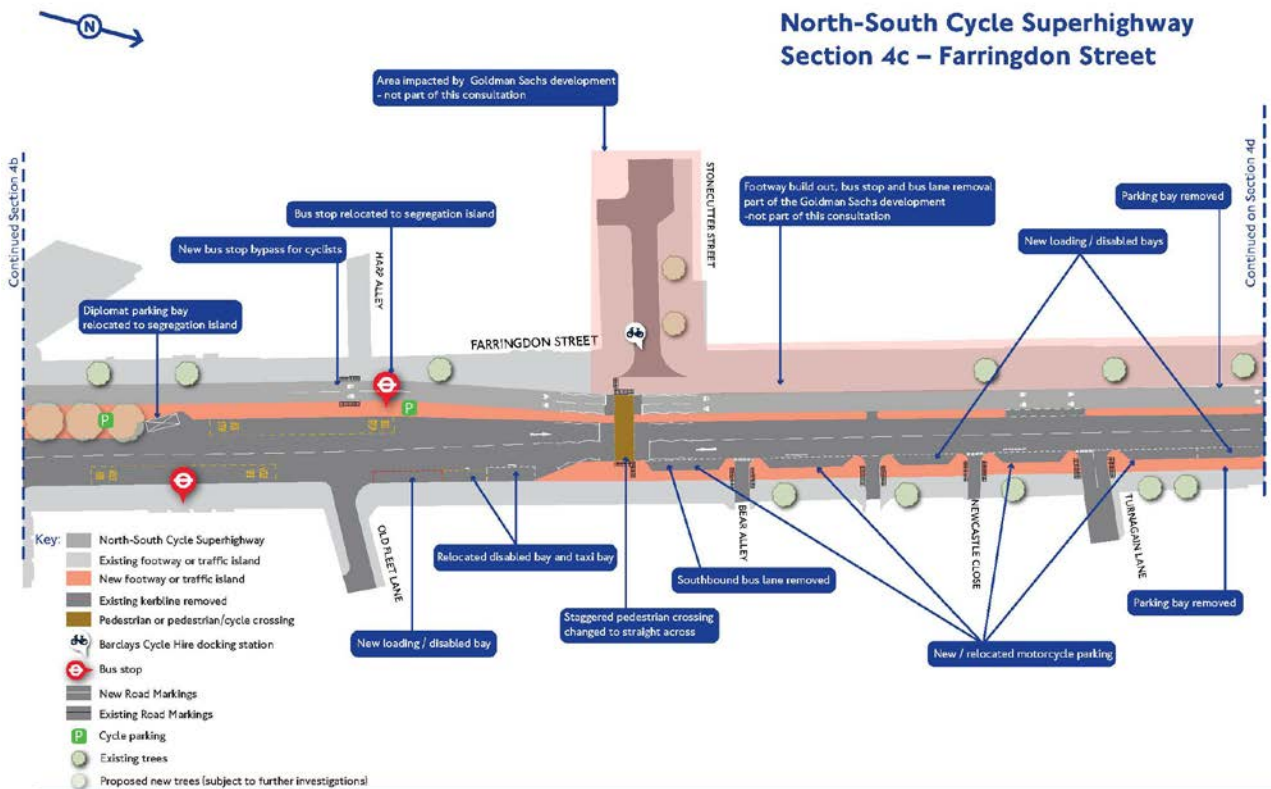
Five respondents (<1%) would like a clear cycling area/lane along the shared space and one requests level access between the route and St Bride Street.

Bus stop relocation

Broadgate Estates requested that bus stop K is not relocated immediately in front of the building at 100 New Bridge Street as it would create congestion near the building.

Section 4c: Option A: Farringdon Street

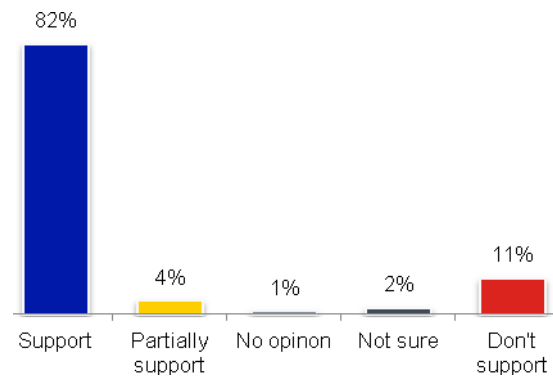
Overview



Key proposals

- Segregated two-way cycle track replaces one southbound and one northbound traffic lane on Farringdon Street
- Bus stop bypasses for cyclists
- Pedestrian crossing at Stonecutter Street converted from staggered to straight
- Southbound bus lane near Stonecutter Street removed

Number of respondents: 2264



Details of responses to Section 4cA

Of the 2264 responses to this section, 10% (226) contained comments.

Support for options within comments

32 respondents (1%) preferred Option A, with the two main reasons being that it is continuous with the rest of the route and that it provides full separation. This included Franklin Consulting, Sustrans, Cycling Embassy of Great Britain. 30 respondents (1%) preferred Option B, largely because it offers cycling with the flow of traffic. Three respondents were happy with either option. Six respondents reported having difficulty selecting an option, were not sure which to select, or indicated they are confused about which option is which.

General positive comments

39 respondents (1%) provided general offer general support or praise for the proposals for Section 4cA:

- Generic support or praise (eg. "Excellent"): 26 respondents (1%)
- Improves safety: 9 respondents (<1%)
- Improve London infrastructure and streetscape: 5 respondents (<1%)
- Proposals will encourage more cycling: 1 respondent (<1%).

Traffic/congestion

20 respondents (1%) expressed concern about the impact on traffic, in particular the impact of the proposals on congestion or delays to motor vehicles (12 respondents, <1%).

Bus stop bypasses

10 respondents (<1%) provided feedback on bus stop bypasses:

- Concern about pedestrian/cyclist conflict at bypasses and urging consideration of more measures to assist pedestrians, especially mobility/visually impaired, in crossing the track (Living Streets, Guide Dogs, and Thomas Pocklington Trust)
- Approval of bypass with no further requests/feedback (2 including Sustrans)
- Request to ensure crossings along the track are preferred by disabled people (Wheels for Wellbeing)
- Request to ensure the waiting area around the bus stop is suitably sized for the number of passengers using this area (1)
- Request for guidance on right of way at bus stop bypasses (1)
- Request to ensure pedestrians do not walk into the track (1)
- Opposition to bypass because of requiring removal of a general traffic lane (1).

Loading/parking bays

Eight respondents (<1%) mentioned changes to loading/parking and six of these opposed removing loading/parking bays, including Utobeer Ltd. One respondent questioned if the provided amount of motorcycle parking is necessary and one suggested that embassies should not have space freely put aside for vehicles.

Access from side roads

Six respondents (<1%) questioned how cyclists from Old Fleet Lane, Bear Alley, Newcastle Close, and Turnagain Lane will access the superhighway. Sustrans requested that cyclists exiting the route through the access gaps are given priority over turning vehicles.

Bus lane removal

Six respondents (<1%) commented on the bus lanes in this section and would prefer to retain this, including GMB; one suggested using footway and parking areas for the cycle track.

Stonecutter Street crossing

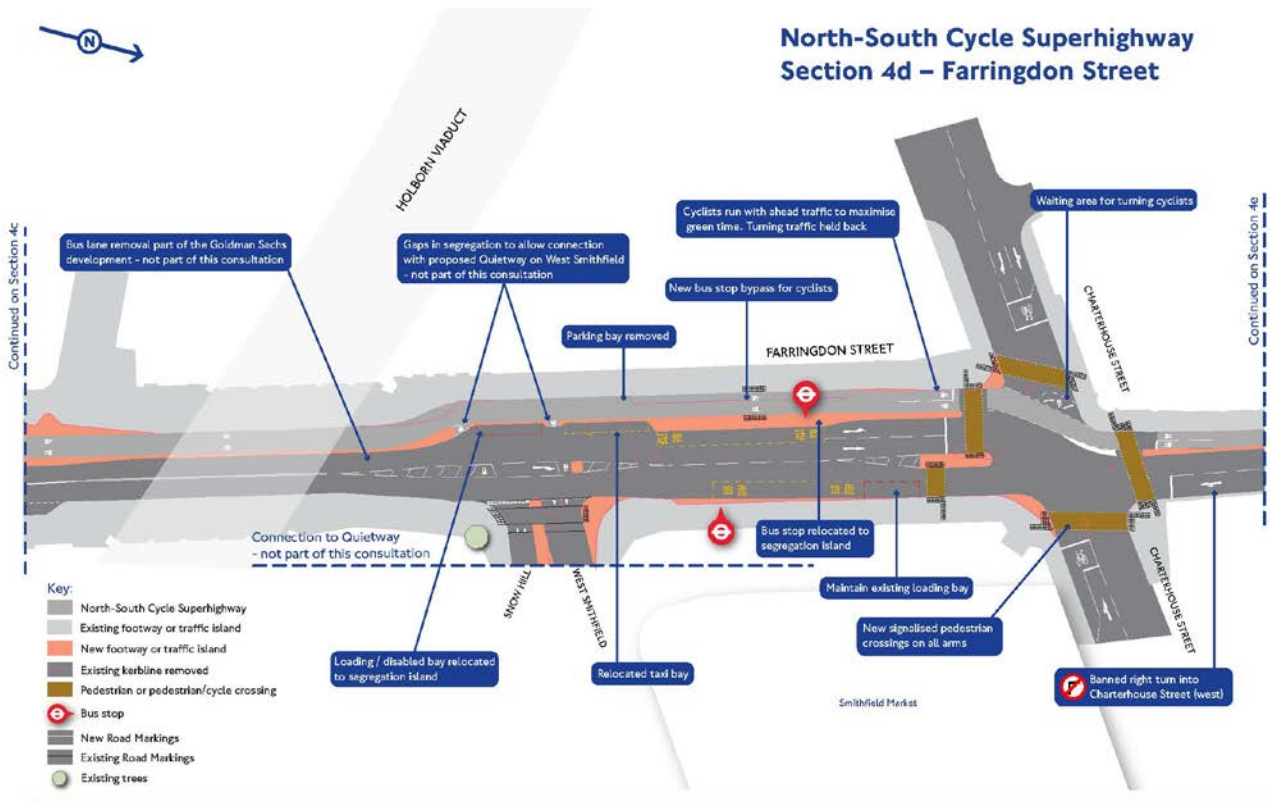
Three respondents (<1%) liked the changes to this crossing, including Sustrans. One respondent would prefer the crossing to be split so that it is not signalised across the cycle track. Living Streets asked, "There is a staggered crossing in this section which is not reflected in the drawings. Does this mean it will be removed?".

Access gaps

One respondent felt the gaps along the track are too narrow and another states the spacing of gaps is 'important' for cyclists accessing the track. Similarly, one respondent requested gaps to link with Bear Alley and Newcastle Close.

Section 4d: Option A: Farringdon Street

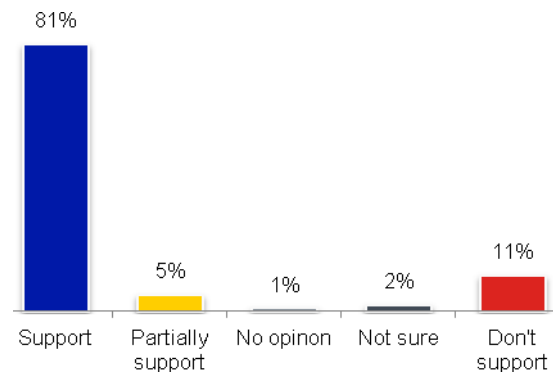
Overview



Key proposals

- Segregated two-way cycle track replaces one southbound and one northbound traffic lane on Farringdon Road
- No right turn onto Charterhouse Street west
- Two-stage turn for cyclists turning onto Charterhouse Street east
- Bus stop bypass for cyclists
- New signalised pedestrian crossings at all arms of Farringdon Street/Charterhouse Street junction

Number of respondents: 2204



Details of responses to Section 4dA

Of the 2204 responses to this section, 10% (226) contained comments.

Support for options within comments

15 respondents (1%) supported Option A, 14 (1%) Option B, four (<1%) either, and six (<1%) uncertain/confused about the two option choices.

General positive comments

31 respondents (1%) provided general offer general support or praise for the proposals for Section 4dA:

- Generic support or praise (eg. "Excellent"): 20 respondents (1%)
- Improves safety: 7 respondents (<1%)
- Improve London infrastructure and streetscape: 3 respondents (<1%)
- Proposals will encourage more cycling: 1 respondent (<1%).

Traffic/congestion

25 respondents (1%) expressed concern about the impact on traffic, in particular the impact of the proposals on congestion or delays to motor vehicles (13 respondents, 1%).

Access with West Smithfield/Snow Hill

22 respondents (1%) commented on the interchange with these routes, with various issues highlighted:

- Request for more consideration given to the interchange between the route and Snow Hill/West Smithfield (13 respondents, 1%, incl. Wheels for Wellbeing, Sustrans)
- Concern that access gaps and waiting areas are too narrow and/or that the track will become crowded when cyclists try to turn onto West Smithfield (6 respondents, <1%, including Sustrans)
- Requesting markings along the cycle track and road and priority or signalisation for cyclist interchange at this junction, including signposting to the nearby Quietway (4 respondents, <1%)
- Concern that the removal of a traffic lane will cause southbound traffic to be held up by northbound traffic waiting to get out of West Smithfield (Smithfield Market Tenants' Association)
- Asking if any further infrastructure will be in place in the central reservation to aid cyclists making this interchange (1 respondent, <1%)
- Possible long waits for a gap in traffic to turn into West Smithfield (unspecified if this means waiting for southbound cyclists or waiting to cross vehicular traffic or both) (1 respondent, <1%)
- Opposition to changes at West Smithfield (1 respondent, <1%)
- Request to improve the angles of the junction to prevent vehicles from moving into Blackfriars Road and blocking access around them (1 respondent, <1%).

Two-stage turns

12 respondents (1%) discussed this feature (<1% each):

- Finding the facility dangerous, awkward, or counterintuitive (6 including Cycling Embassy of Great Britain)
- Request for a two-stage turning area to facilitate movement from Charterhouse Street westbound going right to Farringdon Road (2 including Sustrans)

- Questioning the statement 'cyclists turning right or left from Farringdon Street would wait at a two-stage area' because of concerns about how southbound/left turning cyclists will access the waiting area (2)
- Feeling that the waiting area is too small (Sustrans)
- Concern about conflicts between cyclists (1)
- Asking if signals will be visible to cyclists in the waiting area and if the waiting area can accommodate larger cycles (Wheels for Wellbeing).

Farringdon Street/Charterhouse Street junction

10 respondents (<1%) raised a range of concerns about this junction:

- Uncertainty about how movements between the route and Charterhouse Street are made/concern about lack of provision for this interchange (6 including Sustrans)
- Concern about left hook possibilities from Farringdon Street to Charterhouse Street west (2 including Franklin Consulting)
- Request for an island or kerb at the northwest corner of the junction to protect cyclists from left-turning vehicles (2)
- Requesting that cyclists should be allowed to turn right from Charterhouse Street to the route (2)
- Request for a scramble/simultaneous green type crossing to aid movement (1)
- Request to ensure Advanced Stop Line is accessible for large cycles and concern about lack of protection at the interchange (Wheels for Wellbeing).

Pedestrian crossings

10 respondents (<1%) commented on pedestrian crossings in this section as below.

Charterhouse Street/Farringdon Street junction

Six respondents (<1%) would prefer straight rather than staggered crossings at this junction, including Living Streets and Franklin Consulting. Three respondents praised the new crossings at this junction. One respondent suggested signal phasing to ensure pedestrians can cross without cutting across the junction diagonally.

Crossings at West Smithfield

Three respondents (<1%) highlighted the lack of pedestrian crossing at Snow Hill/West Smithfield and would like to see improved pedestrian provision at this crossing, including Living Streets.

Loading/parking bays

10 respondents (<1%) discussed loading/parking in this area:

- Opposition to changes to loading/parking that would result in a reduction of spaces (6 including London Cab Ranks Committee)
- Concern that the taxi rank location could block access to the Quietway (2)
- Suggestion that the loading bay preceding the southbound bus stop should not be retained (1)
- Concern that the loading bay will block the Charterhouse Street junction (1).

Bus stop bypass

Eight respondents (<1% commented). Five opposed the bypasses, including Guide Dogs and Thomas Pocklington Trust, because of concerns about conflict between cyclists and pedestrians. Two approved of the bypasses, including Sustrans. Wheels for Wellbeing requested that disabled pedestrians are considered when implementing crossings near the bus stops.

Banned right turn

Seven respondents (<1%) discussed this. Five respondents opposed banning this turn because of inconvenience, removing access to Holborn, and causing further delays and traffic on other roads. This included GMB. Two respondents questioned if cyclists would be exempt from the ban.

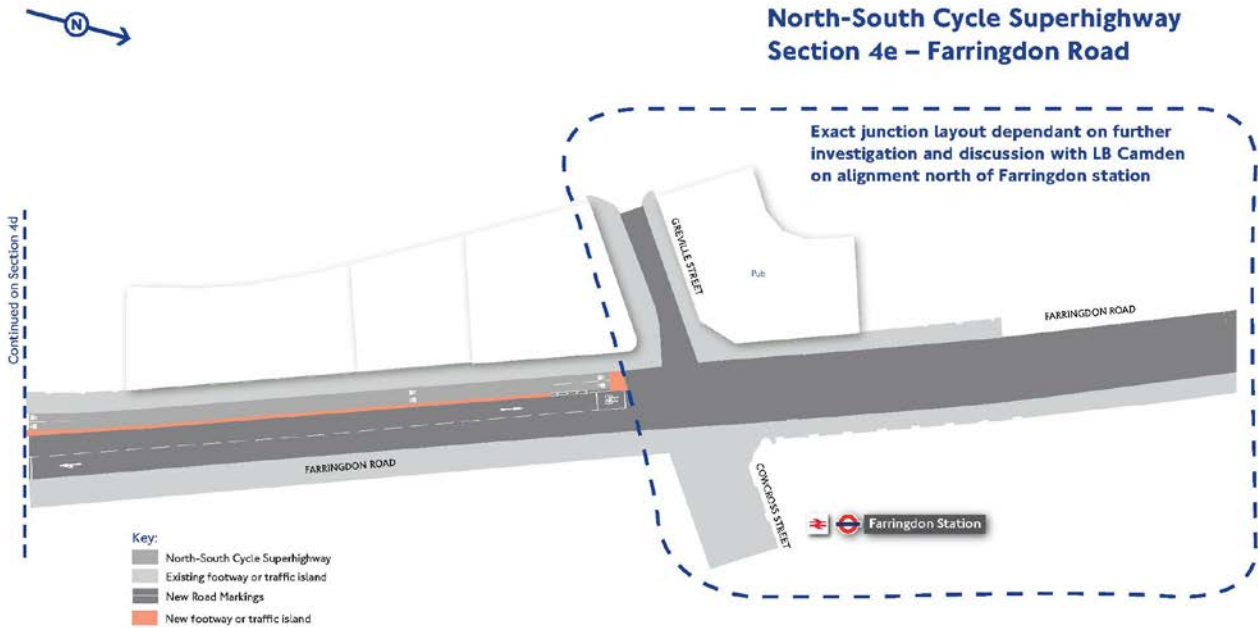
Bends in the cycle track

Five respondents (<1%) expressed concern about the kinks/bends in the track:

- Concern that the Bloomsbury cycle lanes have a similar bend which is considered as a negative example (1)
- Request for an island to protect cyclists from vehicles turning left from Charterhouse Street (west) to Farringdon Street (1)
- Request for markings on the superhighway to make the bends more visible to avoid collisions (1)
- Concern that the bend may cause pedestrians to wander into the track and a request for markings or a barrier (1)
- Potential for conflict between cyclists/cyclists and cyclists/pedestrians, particularly because the incline of the road will cause southbound cyclists to travel faster (1).

Section 4e: Option A: Farringdon Road

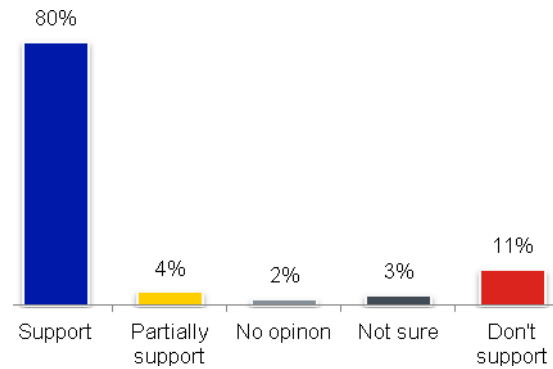
Overview



Key proposals

- Segregated two-way cycle track; track will be 3m wide with no coloured surfacing
- Narrowed carriageway to provide space for cycle track

Number of respondents: 2187



Details of responses to Section 4eA

Of the 2187 responses to this section, 9% (205) contained comments.

Support for options within comments

11 (1%) respondents preferred Option A, 23 (1%) Option B, and four (<1%) either option.

General positive comments

17 respondents (1%) provided general offer general support or praise for the proposals for Section 4eA:

- Generic support or praise (eg. “Excellent”): 12 respondents (1%)
- Improves safety: 3 respondents (<1%)
- Improve London infrastructure: 2 respondents (<1%)
- Proposals will encourage more cycling: 1 respondent (<1%).

Continuation of the route

26 respondents (1%) mentioned the end of the route. Most of these would like to see the route continue ‘north’—where this is specified it is generally King’s Cross. More specifically, one respondent would like the route to go by Clerkenwell Road and Grays Inn Road to King’s Cross, one would like the route to go along West Smithfield to St John Street and then to Angel, and two would like to use the route along Greville Street and Saffron Hill. Four respondents (<1%) were opposed to using a Quietway to King’s Cross, preferring the main road/direct routing.

More information wanted

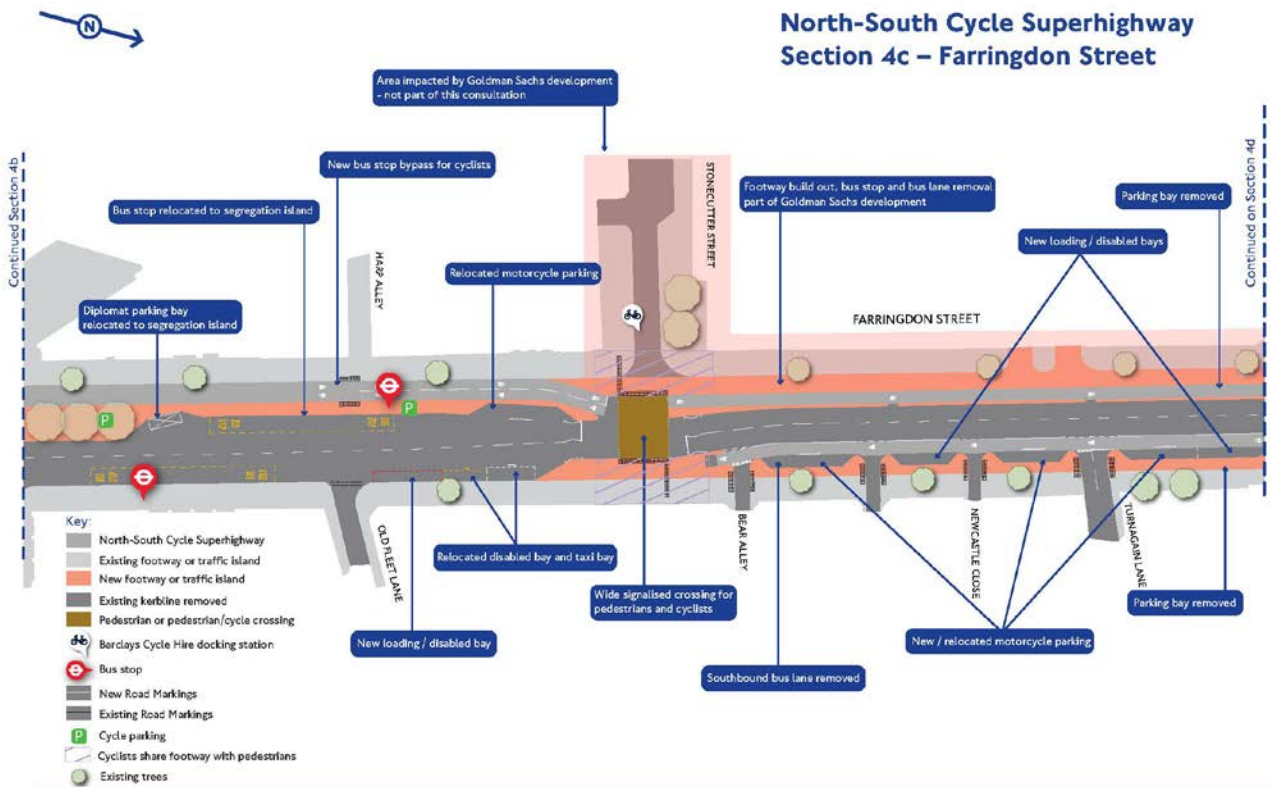
21 respondents (1%) indicated that they do not have enough information to decide what level of support to give to this section.

Traffic/congestion

20 respondents (1%) expressed concern about the impact on traffic, in particular the impact of the proposals on congestion or delays to motor vehicles (11, 1%).

Section 4c: Option B: Farringdon Street

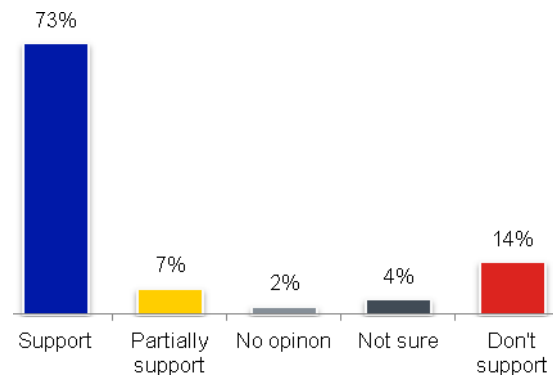
Overview



Key proposals

- Segregated two-way cycle track replaces one southbound and one northbound traffic lane on Farringdon Street up to Stonecutter Street
- Northbound segregated cycle track and southbound mandatory cycle lane replace bus lanes on Farringdon Street north of Stonecutter Street
- Bus stop bypasses for cyclists along northbound track
- Widened and straightened pedestrian crossing at Stonecutter Street

Number of respondents: 2138



Details of responses to Section 4cB

Of the 2138 responses to this section, 14% (293) contained comments.

Support for options within comments

63 respondents (3%) supported Option A, 16 respondents (1%) supported Option B, and seven respondents (<1%) supported either. The reasons for supporting Option A were generally the same as in Section 4cA: it provides full segregation and more continuity with the rest of the route. Similarly, support for Option B was generally because of flowing with traffic.

General positive comments

19 respondents (1%) provided general offer general support or praise for the proposals for Section 4cB:

- Generic support or praise (eg. "Excellent"): 14 respondents (1%)
- Improves safety: 3 respondents (<1%)
- Improve London infrastructure: 2 respondents (<1%)
- Proposals will encourage more cycling: 1 respondent (<1%).

Crossing at Stonecutter Street

44 respondents (2%) discussed the crossing point from two-way to one-way cycling with the following comments:

- Concern about cyclist/pedestrian conflict (18 respondents, 1%, incl. Sustrans)
- Confusing design (7 respondents, <1%)
- Potential for cyclists to ignore the crossing (6 respondents, <1%)
- Inconvenience of crossing (5 respondents, <1%)
- General negative comments/disapproval of crossing without explaining why (5 respondents, <1%)
- Preference to separate cyclist and pedestrian traffic at the crossing (2 respondents, <1%)
- Concern that southbound cyclists will be approaching the crossing at high speeds because of the incline of the road (2 respondents, <1%)
- Potential for the crossing to be blocked by motor vehicles (1 respondent, <1%)
- Suggestion to relocate the crossing at or near Cowcross Street (1 respondent, <1%)
- Approval of the shared crossing (1 respondent, <1%).

Unsegregated cycle lanes

40 respondents (2%) were concerned that the with-flow section of the proposals do not provide protection/segregation for cyclists or would prefer segregation here.

Traffic/congestion

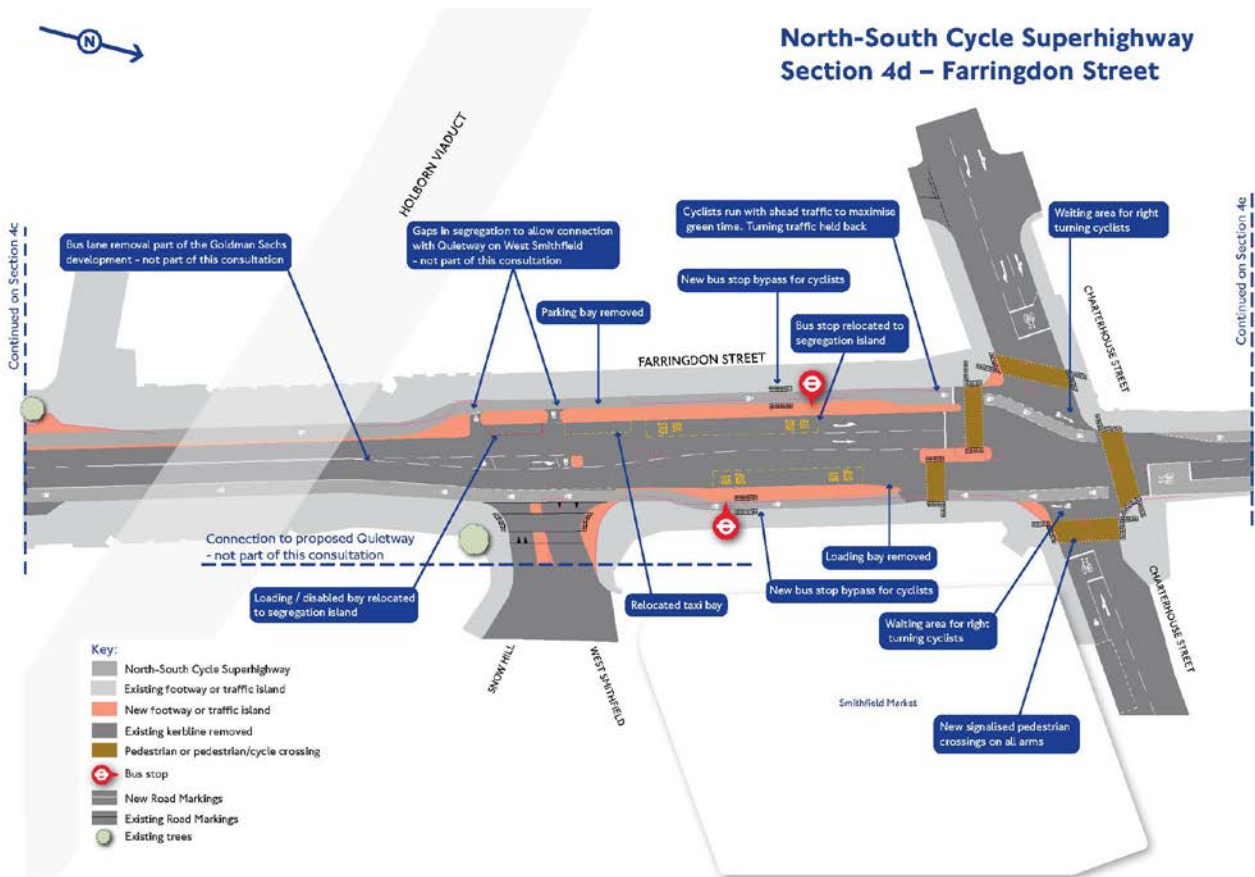
32 respondents (1%) expressed concern about the impact on traffic, in particular the impact of the proposals on congestion or delays to motor vehicles (12 respondents, 1%).

Conflict with parking/loading bays

31 respondents (1%) commented on the new locations of parking/loading and the impact on the cycle track. 15 respondents (1%) expressed concern about conflict between cyclists and motorists arising from the parking areas on the inside of the cycle lane, which will require motorists to cross the track. 16 respondents (1%) suggested putting the parking areas on the outside of the lane as a segregation measure.

Section 4d: Option B: Farringdon Street

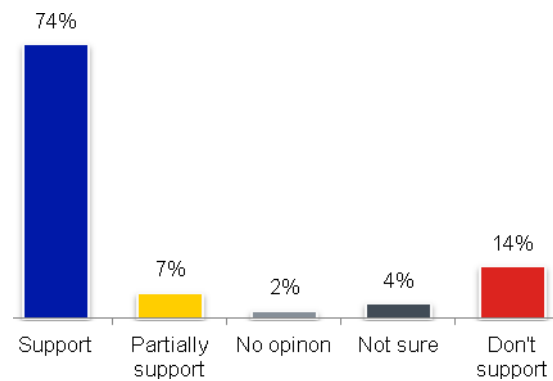
Overview



Key proposals

- Northbound segregated cycle track and southbound mandatory cycle lane replace bus lane; cycle track/lane will be 2.5m with no coloured surfacing
- Two-stage turn facility for cyclists turning right onto Charterhouse Street east and turning vehicular traffic held back
- Widened pedestrian crossing at West Smithfield
- Bus stop bypasses for cyclists
- Narrowing of footpath near Smithfield Market to accommodate bus stop bypass
- Relocation of motorcycle parking to other side of road and relocation of taxi/loading bays

Number of respondents: 2119



Details of responses to Section 4dB

Of the 2119 responses to this section, 12% (263) contained comments.

General positive comments

23 respondents (1%) provided general offer general support or praise for the proposals for Section 4dB:

- Generic support or praise (eg. "Excellent"): 16 respondents (1%)
- Improves safety: 4 respondents (<1%)
- Improve London infrastructure: 2 respondents (<1%)
- Proposals will encourage more cycling: 1 respondent (<1%).

Support for options within comments

61 respondents (3%) favoured Option A, 13 (1%) Option B, eight (<1%) either option, and four (<1%) were uncertain or appear confused by the difference between the two options.

Segregation from the road

48 respondents (2%) discussed segregation throughout this section:

- Concern that not enough segregation/protection is provided (45, 2% including Sustrans)
- Requests for wands/bollards (2, <1%)
- Preference for semi-segregation (1, <1%).

Traffic/congestion

28 respondents (1%) expressed concern about the impact on traffic, in particular the impact of the proposals on congestion or delays to motor vehicles (9 respondents, <1%).

Bus stop bypass

Nine respondents (<1%) discussed bypasses in this section. Seven respondents expressed concern about potential for conflict between cyclists and pedestrians, including GMB, Guide Dogs, and Thomas Pocklington Trust. Two respondents like the bypass designs. One respondent would like the cycle track to remain two metres wide at bus stop bypasses rather than narrowing slightly as it appears to on the southbound track.

Snow Hill/West Smithfield junction

Seven respondents (<1%) gave feedback on this junction:

- Access to/from the route appears awkward or insufficiently protected (5 including Sustrans)
- Concern about conflict and difficulty when crossing traffic lanes (2) and conflict in the median where motorists turning right wait between cyclists (1)
- Concern that the removal of a traffic lane will cause southbound traffic to be held up by northbound traffic waiting to get out of West Smithfield (Smithfield Market Tenants' Association)
- Feeling that access issues to/from the route are reduced with these proposals (1)
- Request for protection from left hooks (1)
- Opposition to changes at West Smithfield (1)
- Concern that motor vehicles will pull out and block the cycle lane while waiting to turn (1).

Charterhouse Street junction

Seven respondents (<1%) provided various feedback:

- Feeling that that having lanes on either side of the road will make the junction clearer than the current configuration or Option A (2)
- Concern that the unprotected cycle lane could cause conflict (1)
- Dislike for the dogleg/kink in the northbound track (1)
- Request for provision for cyclists turning right from Charterhouse Street to Farringdon Road (Sustrans)
- Support for proposed improvements (1).

Two-stage turning area

Six respondents (<1%) discussed this:

- Finding the turns complicated or unclear (2)
- Concern about conflict from other cyclists and motor vehicles (2)
- Two-stage turns will function better in Option B because the separated tracks reduce the number of cyclists needing to bunch into the same space (1)
- By contrast, turning areas may become congested in peak times (1)
- Appreciation of two-stage turns (1).

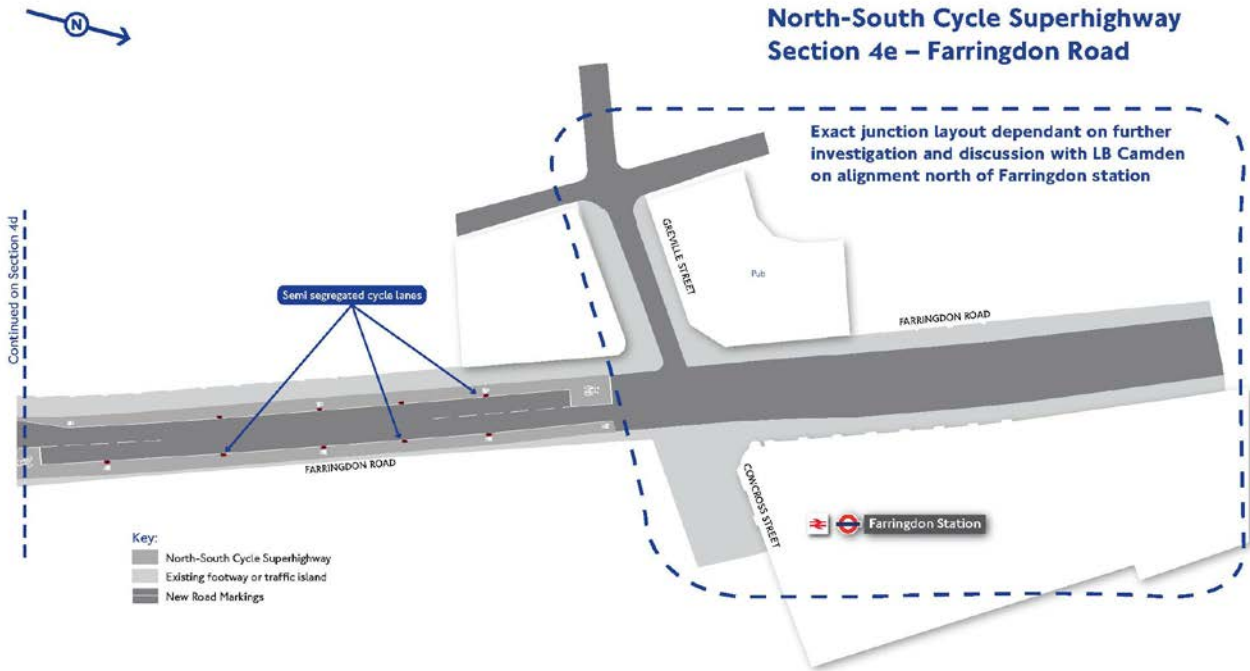
Pedestrian crossings

Five respondents (<1%) gave feedback on this:

- Preference for straight rather than staggered crossings (3)
- Request for a pedestrian refuge in the middle of the Farringdon Road where it meets Charterhouse Street to provide to pedestrians who cross against the lights and get trapped in the middle (and to provide protection for cyclists turning right who stop in the middle of the road) (1)
- Appreciation of new crossings at Charterhouse Street (1).

Section 4e: Option B: Farringdon Road

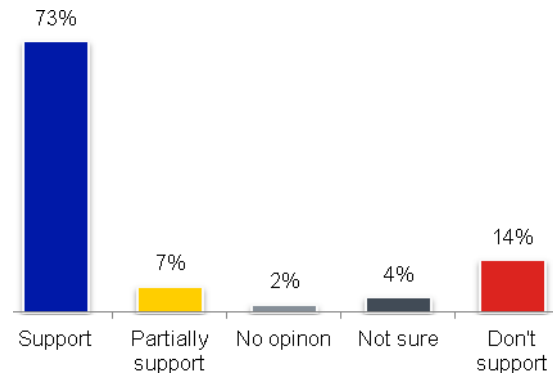
Overview



Key proposals

- Mandatory with-flow cycle lanes on Farringdon Road; lanes will be at least 2m wide with no coloured surfacing
- Opportunities for semi-segregation will be investigated
- No proposed loss of traffic lanes

Number of respondents: 2127



Details of responses to Section 4eB

Of the 2127 responses to this section, 13% (278) contained comments.

Support for options within comments

69 respondents (3%) preferred Option A, six (<1%) Option B, 10 (<1%) either option, and three (<1%) were uncertain or appear confused by the difference between the two options.

General positive comments

21 respondents (1%) provided general offer general support or praise for the proposals for Section 4eB:

- Generic support or praise (eg. "Excellent"): 14 respondents (1%)
- Improves safety: 5 respondents (<1%)
- Improve London infrastructure: 2 respondents (<1%)
- Proposals will encourage more cycling: 1 respondent (<1%).

Segregation from the road

72 respondents (4%) commented on segregation. 64 respondents (3%) were disappointed or dislike that full segregation is not provided in this section, including Southwark Living Streets, Sustrans, Brent Cyclists, and Franklin Consulting. One respondent preferred the proposed semi-segregation. Seven respondents (<1%) provided other feedback, such as suggestions to use armadillos, coloured surfacing, or wands to help separate the track.

Traffic/congestion

28 respondents (1%) expressed concern about the impact on traffic, in particular the impact of the proposals on congestion or delays to motor vehicles (9 respondents, <1%).

Require more information

11 respondents (1%) did not feel there is enough information currently to make a decision on the proposals.

Continuation of the route

Five respondents (<1%) commented. All requested continuation towards King's Cross. Two respondents specified a preferred route: one via Clerkenwell Road and one using the most 'direct' route rather than a Quietway.

Appendix B – summary of individual stakeholder responses

Responses from boroughs and City of London

City of London Corporation (Mark Boleat, Chairman of the Policy and Resources Committee)

Said it agrees and supports the principle of the Cycle Superhighways, it has considerable reservations about them as they currently stand. Concerns include road safety, pedestrian convenience, local access, network resilience and knock-on effects on City roads.

The City has requested consideration and a response to a number of issues:

- Pedestrian wait times should not be made worse at key locations or are reduced at Ludgate Circus, Blackfriars junction and Upper Thames Street/Queen Street Place
- The maximum cycle time at traffic signals should be no more than 88 seconds
- Pedestrian crossings should be simple, straightforward and useable, ideally single stage, in particular at Ludgate Circus
- Local access (or convenient and appropriate diversions) should be provided at a number of locations including at Shorter Street, Trinity Square and into Fish Street Hill
- Blackfriars junction should be redesigned to improve streetscape, remove confusion and improve safety for all road users
- Alternative design measures should be considered to ensure a resilient road network and demonstrate how the network will accommodate planned and unplanned road works
- Any traffic management measure should not increase traffic on the City's streets
- The proposals should not prejudice the City's ability to implement its current projects as well as projects associated with Crossrail
- A process needs to be agreed to manage traffic flows into and out of the City
- TfL and City officers should work together to achieve an acceptable outcome, which may require changes in the process and governance that has applied to the proposals
- Material changes should be subjected to further public consultation.

Southwark Council

Supports as will transform cycling in the borough and adds:

- It has similar aspirations in its Cycle Strategy
- It has been working with TfL to ensure that the proposals for Blackfriars Road delivers urban realm improvements for pedestrians as well as cyclists and has committed £2.2m of Section 106 funding to restore the historic Georgian boulevard with high quality Yorkstone paving along the entire route with additional Plane trees, new street furniture and lighting to create a real sense of place
- St George's circus will be improved and will act as a gateway to Blackfriars Road, connecting to the Elephant and Castle
- It has agreed with TfL improvements to the public realm and cycling facilities along London Road and support for the implementation of the North-South route is contingent on these measures being delivered at the same time
- Would like the route to follow London Road as the desire line and most direct route which will be used by most cycle commuters

- Would like to continue working with TfL to minimise impact on other road users, ensure that crossing times remain below the recommended maximum pedestrian wait time, consider additional uncontrolled pedestrian crossings at a number of locations along Blackfriars Road to ensure east-west pedestrian permeability, and to consider all the options for crossing the track
- Would like further information on air quality as a result of increased congestion and mitigation measures agreed with it.

Camden Council

Supports as seeks to encourage people of all ages to cycle, improve health and reduce congestion:

- Would like TfL's proposals for the route north to Kings Cross to be consulted on and implemented at the earliest opportunity. Adds that it will continue to work with TfL on securing an appropriate alignment using borough roads that is safe and direct
- That as pedestrians are at the top of its road-user hierarchy it would like to reduce pedestrian crossing times along Farringdon Road for when Farringdon Station has Crossrail and improved Thameslink services pedestrian traffic
- Would like to work with TfL on the Mount Pleasant development which borders Farringdon Road to ensure construction programmes are aligned
- Would like to understand the impact on borough roads of displaced traffic
- Welcomes the journey time savings that some bus services will benefit from but concerned about the impacts on bus users of routes 63 and 45 which would be significantly worse
- Suggests providing two routes north of Farringdon Station; one continuing on Farringdon Road and one using side streets including Ray Street, Warner Street and Phoenix Place
- Would like high-quality crossings of Euston Road at Judd Street/Midland Road and Kings Cross Street/Northdown Road allowing cyclists to avoid the Kings Cross gyratory.

Islington Council

Supports as provides a good opportunity to encourage more of Islington's diverse local community to walk and cycle. Would like to continue to work with TfL to ensure these improvements are successful as a key part of the Council's transport strategy is a further shift towards walking and cycling and affordable transport choices along with benefits for public health.

Would like more information on the impact on traffic congestion and volumes on the streets surrounding the route and to continue to work with TfL on the route to King's Cross and beyond.

Responses from London Assembly and Assembly Members

London Assembly Transport Committee

Offered overall support for the proposals, endorsing the reallocation of road space to create segregated cycle routes. Points raised included:

- Route will lead to improved safety perceptions amongst cyclists
- Recognises the consultation process offers an opportunity to improve the proposals by working with concerned organisations and individuals, but stresses the benefits for cyclists should not be significantly reduced

- TfL should ensure it learns from situations where its modelling techniques did not accurately reflect the final outcomes
- Improvements should be delivered by 2015 where possible.

Caroline Pidgeon MBE AM, Leader London Assembly Liberal Democrat Group

Strongly supports the proposals, noting:

- Improved safety perceptions will encourage cycling, reducing congestion
- Pedestrians are not penalised and gain more footway space and new crossings
- Review widening track where it is around 3m wide
- Cycling facilities need to be properly integrated
- Opportunities to improve public space by installing planters and trees.

John Biggs AM

Supports the proposals and made some comments on specific aspects:

- Both routes should be “overwhelmingly segregated”
- Blackfriars junction and Ludgate Circus to be made as safe as possible.

Responses from politicians

Southwark Liberal Democrats including Cathedrals and Grange Wards

Strongly supports the proposals, noting:

- the provision of new improved signalised pedestrian crossings
- that restrictions and measures would be put in place to minimise any adverse impacts on residents amenity
- junctions should not introduce the risk of conflict
- better provision needed for cyclists on Stamford Street crossing the junction or joining the route
- pedestrian crossings across the cycle lanes should be well marked and properly distinguished from the rest of the cycle path
- consider whether there needs to be more crossings where pedestrians have right of way
- further improvements needed at St George’s Circus for cyclists not travelling between Lambeth Road and Blackfriars Road.

Responses from groups covering multiple road users

Chartered Institute of Logistics and Transport

Welcomes efforts to make cycling safer and more attractive and agrees segregated cycle tracks improve actual and perceived safety, thereby encouraging greater use. It also welcomes separate crossing facilities for pedestrians and cyclists. However, it has a number of concerns with the proposals:

- Road space reallocation should be based on a thorough analysis of the potential impacts, including costs/benefits for all affected groups
- Information provided is not sufficient for full assessment of all impacts; particular concerns with modelling extents/methodology and lack of cost-benefit analysis
- Impact on buses and delivery and service vehicles, parking and loading. Requests further details
- Journey time increases arising from ‘gating’ traffic away from the route and traffic restrictions/road layout changes on the route
- Access between the segregated cycle track and side streets
- Pedestrian safety at the proposed “floating” bus stops; request design is trialled.

Chartered Institution of Highways and Transportation (CIHT)

Supports the proposals, citing a range of factors:

- Recognises cycling's capacity to reduce pressure on road space, improve health and make city environments better places to live
- Generates further evidence on the role cycling plays in transport, health and urban planning policy
- Acknowledges the increasing importance of the needs of cyclists
- Supports further development of standards and guidance
- Identifies and resolves issues at the heart of allowing road users to make more effective and safer travel choices.

Said the needs of all users, including pedestrians, vulnerable road users, public transport passengers and motor vehicle users should be clearly identified and incorporated into the design solution.

London TravelWatch

Said that the proposals for lengthy separated cycle tracks were innovative, exciting and potentially far reaching. However, they said it was essential that a careful balance is struck between the interests of cyclists and bus passengers and pedestrians. Specific concerns and requests included:

- Impact on bus services – would like the bus priority schemes that TfL is separately proposing delivered as soon as possible
- Impact of bus stop bypasses on bus passengers
- Concerned about the impact on pedestrian crossing times and getting across the cycle track
- Concerned at scale of works to be undertaken in just over a year – suggest staging construction timetable, starting with the North-South route and reviewing its operation before introducing the East-West route (and CS2 Upgrade)
- Suggest trialling traffic gating prior to implementation of proposals to allow analysis of impact.

Responses from businesses and employers

CBI London

Said it supported measures to further improve the cycling network, but that proposals must be balanced with the needs of businesses. Said London's roads should therefore support both motorists and cyclists. Concerns included:

- Impact of full segregation on existing congestion and future growth
- Traffic impact of proposals on east London
- Deliveries and kerbside access, including feasibility of loading across cycle routes and impact of congestion on companies who need to adhere to EU driving time rules
- Timescales for consultation and project.

It requested:

- Additional data relating to traffic and environmental impacts
- Investigation of alternative proposals such as peak period only cycle lanes or a revised route.

Federation of Small Businesses: Supportive of the principle of Cycle Superhighways but concerned that the speed and scale of these and other proposals is too great, and requested more time and information to understand the impact on small businesses.

Particular concerns include the impact of longer journey times and restricted kerbside access on small businesses. Requests included:

- London-wide traffic modelling (including impact of roadworks) and assessment on economic and environmental effects
- Longer timetable for implementation to allow full assessment and consideration of the complete package of Cycle Superhighways
- No loading bays shared with disabled parking and time allowed for deliveries increased to 40 minutes minimum
- Consideration of semi-segregation to allow kerbside deliveries
- Further details of relocated parking spaces, loading bays and coach bays
- A phased approach for the implementation of significant changes to kerbside arrangements to allow businesses time to make adjustment to their business practices
- A Forum for Business to feed in ideas for preventing traffic problems, with a commitment to clear and transparent lines of communications to and from the highest level at TfL and the GLA.

London Chamber of Commerce and Industry (LCCI)

Noted the collective concern of its 3,000-plus member businesses over the proposals and requested a comprehensive redesign of the proposals. Reasons given included:

- Traffic impacts on already-congested strategic roads, including impact of banned turns and 'gating' traffic in outer London
- Economic impacts of longer journey times and reduced road capacity
- Lack of flexibility offered by full segregation in terms of kerbside access, resilience and off-peak usage
- Safety concerns for cyclists at Blackfriars
- Potential for pedestrian/cycle conflict and difficulties for taxi passengers
- Concerns over the consultation duration and lack of additional traffic, economic, environmental and other background data.

It suggested:

- A redesigned proposals with four lanes of traffic, a safe cycleway and safe pedestrian access, involving redesign of carriageway and footway
- Consideration of alternative routes, including economic, traffic and environmental impact assessments of various options
- Peak-only cycle lanes and/or semi-segregation to allow kerbside access
- It would like to work with TfL to explore how the road network can be practically shared in the future.

London First

Said it was committed to making cycling in London safer and easier, but that evidence to support changes has not been rigorously assessed or fully understood. It requested:

- Thorough cost-benefit analysis, environmental impact assessment, forecast changes in traffic flow around the routes and across London rather than generalised or averaged effects on the routes themselves
- Clearer evaluation of the impact on buses and taxis, the reliability and cost of deliveries and the free and safe movement of pedestrians and cyclists elsewhere in central London
- Assurance that any substantial and strategic change such as this would be part of an integrated programme to minimise any negative effects

- Timetable (by the end of the year) for incorporating responses to proposals, along with scale of redesign and funding needed.

Eurostar, The Francis Crick Institute and HS1 Ltd (joint response)

Supports and would like to discuss with TfL extending the route further north and is working with Camden Council on a vision for the St Pancras/King's Cross area.

St. George's Healthcare NHS Trust

Supports as will be an important part of making cycling safer. Many of its staff cycle to work and it encourages cycling as it is beneficial for health and the environment. Adds that as one of London's four major trauma centres it sees the serious and often life-threatening injuries caused by cycling on busy roads on a regular basis.

London School of Economics and Political Science

Says that 3,109 LSE students and staff responded to a survey on their travel habits in April 2014. It showed that 7% of commutes to LSE are by bike. However, 74% of non-cyclists and 24% of cyclists stated that road safety concerns inhibit them from cycling in London. Welcomes encouraging cycling to create a healthier, more liveable and more environmentally sustainable city.

University of London (Sustainability Department)

Supports and would like more of this sort of thing.

Royal Free London NHS Foundation Trust

Welcomes as making it safer for cyclists.

Guy's and St Thomas' NHS Foundation Trust

Supports as will improve physical activity, reduce road traffic incidents, improve air quality, and mitigate noise pollution and climate change. It adds:

- that as the majority of its 13,500 staff and two million patients a year travel from South-East London and patients and staff also travel regularly between the two main hospital sites in Southwark and Lambeth it would like an East-West route south of the river
- concern over how cyclists not on the route will be able to use the junction at Blackfriars Road and Union Street/The Cut
- it would welcome more information on cycling improvements in surrounding boroughs and how will all be integrated.

South Bank Employers' Group

Supports as helps to achieve its aims for the area but concerned about:

- the banned left turn into The Cut from Blackfriars Road and the likelihood of this impacting on levels of vehicular traffic using the future Quietway 2 on Webber Street
- cycle measures would impact negatively on local pedestrian and bus travel times in particular
- the safety of pedestrians crossing the cycle track and particularly disabled or infirm people, and deliveries/loading across the track.

It suggested:

- the cycle and pedestrian routes which cross Blackfriars Road could be improved
- green infrastructure eg. planters on the median strip

- working with TfL on the streetscape design to integrate Blackfriars Road with surrounding areas, which is strongly supported by local people for whom Blackfriars Road is a local barrier rather than a destination.

Better Bankside

Supports but would like more on key east-west routes and streets that cross Blackfriars Road to avoid the route creating a perceived barrier to permeability from Waterloo to London Bridge through the area by:

- integrating with the planned Waterloo – Greenwich Quietway
- a 20mph limit
- more direct pedestrian crossings which are well lit
- planting on the crossing islands
- enforcement and education to change behaviour
- integration with construction plans for new development in the area including construction traffic
- routes used by freight cyclists.

It said it would be willing to help maintain any planting that could be incorporated into the proposals along the northern Blackfriars Road section of the route.

‘CyclingWorks’ campaign group

The CyclingWorks website encouraged employers to support the proposals and provided template emails. 147 responses were received which referred to CyclingWorks, with 124 of these based on the template emails. The key points were:

- A growing number of our employees/customers cycle, and more would do so if they felt safer
- We value their safety and we want to promote active lifestyles
- Noted evidence that more cycling increases spending in local retail businesses and lowers air pollution levels.
- Proposals will help us attract and retain employees
- Please ensure the plans are delivered without delay

Individual businesses and employers (note responses included here only relate to the North-South Cycle Superhighway, please see the East-West Cycle Superhighway Consultation Report for those relating to both)

Argent Services LLP

Supportive response based on the CyclingWorks template. It added that, as the lead developer for the King's Cross site, the company is aware that access to safe cycle routes to and from work are of great importance to the staff and businesses that will call Kings' Cross NIC home.

The firm highlighted the need to address the ‘relatively undefined’ section between Farringdon and King's Cross, which should ensure safe passage at the Euston Road end of the proposed segregated route.

Fresh Egg Digital Marketing Agency

Supportive response based on the CyclingWorks template. It noted that its office is located on the North-South route and a safe, segregated route along Farringdon Road/Blackfriars

Bridge should be a priority. It added some staff would choose to cycle rather than use the Tube, which would reduce overcrowding.

Barbican Centre

Very supportive of the proposals.

St Paul's Cathedral

Supports cycling and better environmental management. Concerned over interface between cyclists and pedestrians and between high-speed bike commuters and recreational cycle users. Would like more cycle parking facilities to stop badly parked cycles obstructing pavements.

St John's Church, Waterloo Road

Would like cyclists to be encouraged to slow down when passing bus stops.

St John's w. St Andrew's, Waterloo

Would like reassurance that the design and implementation will minimise any risk of an accident between pedestrian and cyclist.

Diocese of Southwark in the Church of England

Supports as encouraging safe cycling.

The British Library

It is the lead partner of the Knowledge Quarter (KQ – see separate response), a partnership of over 30 research, science, cultural and media organisations located between Kings Cross, Euston and Bloomsbury. The KQ which includes the British Library, The Francis Crick Institute, Google, the University of the Arts, UCL, the Wellcome Trust and others would like to partner with TfL on the consultation on the next phase of the route to Kings Cross. Camden Council is a KQ Board member and also represented on its steering group. Welcomes as:

- will bring significant benefits to local residents, institutions and visitors that will help attract and retain the employees for it to continue to thrive
- that will make London a more attractive city in which to build and run a business.

It requested:

- that it plays a very active role in discussions on the redevelopment of Euston Road at the Judd Street / Euston Road junction and also the proposed redevelopment of the pedestrian crossings on Midland Road and over plans for a Central London Cycling Grid.

Knowledge Quarter

Welcomes as the proposals will bring significant benefits to local residents, institutions and visitors. The KQ employs over 20,000 in the Kings Cross area and attracts over 6 million visitors a year. Many of these organisations have staff and visitors that cycle to work or study. An even larger proportion of employees would cycle if they felt comfortable and safe and it will help retain the employees needed to continue to thrive. Adds that it will also make London a more attractive place in which to build and run a business.

Smithfield Market Tenants' Association

Says the West Smithfield/Farringdon Street junction is a major exit point from the Market.

Allen & Overy

Says these are visionary proposals that will do a lot to add to the amenity of London as a place to live and work.

Lonely Planet

Fully approves and urges improving cycle access at mainline rail stations.

The Hoop & Grapes PH, Farringdon Street and The Albion PH, Ludgate Circus

Concerned about deliveries across the segregation and kerbside access.

Responses from property managers and developers

DTZ

Supports and made the following points in its submission:

- Many of its employees cycle to work
- Safety concerns and lack of cycle routes are main deterrents to cycling
- London is falling behind other world cities
- Proposals would increase safety and cycling accessibility, bring London up to continental standards and may have long term environmental benefits
- It would reduce crowding on public transport and may cut vehicle emissions
- Cycling projects can increase retail sales by 30%.

Tishman Speyer Properties UK Limited

Welcomes as necessary to accommodate the projected increase in cyclist numbers.

Broadgate Estates, 100 New Bridge Street

Would like the bus stop on the eastern side of New Bridge Street to remain where it is because of potential footway congestion if moved to outside their building.

The London Development Project (corner of Farringdon Street and Stonecutter Street) and City of London Shoe Lane Wider Area Initiative

Supports if consistent with the agreed Section 278 plans and if the developer is involved in the detailed design. Concerned that:

- will conflict with the location of its planned public realm eg. planters, seating, security bollards and will not tie-in with the design for Stonecutter Street
- the cycle lane on the eastern side of Farringdon Street risks conflict with motorcycles accessing the parking bays and side roads.

Would welcome discussing this part of the detailed design with TfL and to continue to work with TfL to ensure construction programmes are aligned.

St George (One Blackfriars)

Supports for:

- improving the public realm
- improving pedestrian movement and connectivity across Blackfriars Road and Stamford Street
- promoting Blackfriars Road as a destination.

Would welcome discussing this part of the detailed design with TfL and would like TfL to use materials that complement those planned for the area to ensure a high quality and consistent finish.

Concerned that if there is a delay to construction of the route it could delay the construction of One Blackfriars.

Knight Frank

Submitted a supportive response based on the CyclingWorks template.

Land Securities

Said it welcomed cycling and other transport improvements, but not if they have unacceptable impacts elsewhere. Said there was insufficient information to allow understanding of impacts on access, servicing, loading and parking. Suggested proposals should be developed in tandem with public transport and road network improvements.

Lend Lease

Supports the proposals and the submission made by the London Cycling Campaign. Added that many staff currently cycle to its London headquarters, offices and construction sites and more would do so if they felt cycling was safer. Said safety perceptions prevent more people from cycling, leading to more car use and air pollution, exacerbating climate change.

Peabody

Submitted a supportive response based on the CyclingWorks template. It raised additional requests, including:

- Safe crossings of the cycle track, particularly for vulnerable people and children
- Enforcing responsible behaviour from cyclists
- Preventing misuse of the highway
- Minimising of disruption during the works
- Consider impact of traffic diversions during works
- Timing needs to be assessed against works on the new sewer system
- Make available full information on the impact on other road users.

Responses from environmental groups

Guerrilla Gardeners

Supports but to offset the loss of planted areas (St George's Circus in particular) would like to plant the median strip in St George's Road to be a nature superhighway. Adds that will make concrete spaces more beautiful, make space for nature and would have a beneficial effect on everyone living nearby and commuting through.

Friends of the Earth

Supports the proposals as an environmental campaigning organisation and as an employer. It said many people drive instead of cycling because they find the streets too dangerous, which adds to air pollution and contributes to climate change. It added that air pollution is linked to one in 12 deaths in London.

It said more of its own employees and volunteers would cycle to work if they felt it was safer and said it supported the detailed feedback from London Cycling Campaign, eg. reallocation of road space and segregated cycle tracks; safer junction design; direct and convenient routes.

Chartered Institution of Water and Environmental Management (CIWEM)

Supports the proposals. CIWEM, the leading professional and qualifying body for those who manage environmental assets, is a founding partner in the Active Transport for

Healthy Living coalition, which supports greater priority for active modes of transport to achieve:

- a healthier population
- less congested, more attractive and safer urban environments
- stronger local economies
- cost effective investment for society
- diverse benefits underpinned by a powerful economic rationale.

Royal Society for the Protection of Birds (RSPB)

Supports but would like to see more planting along the route to help wildlife and reduce pollution by creating or linking wildlife corridors similar to sections of the London Underground.

Greater London National Park (Southwark Group)

Suggests following the example of Copenhagen which is proposing new cycle routes which also serve as storm-water channels with trees and planting alongside open storm channels (swales).

Would like a network and mosaic of greener/bluer infrastructure and any removal of the existing trees and plantings to be compensated.

New London Architecture

Supports but would like more shared space.

Responses from emergency services

City of London Police

Supports the proposals because of the improved safety it offers for cyclists and pedestrians.

It requests that the traffic islands in Fleet Street and Ludgate Hill are removable for the Lord Mayor's Show.

It suggests that it is unlikely the waiting area on the north-west corner of the Charterhouse Street and Farringdon Road junction will be used as intended in the proposals. Supports Option A as more safety benefits and for consistency of the route.

London Ambulance Service

Made the following comments:

- The proposals needs to assess how the reduction in available road widths would affect London's Ambulances from reaching their destinations when on a time critical, lifesaving journeys
- Where routes are narrowed to a single lane, dividing obstacles to segregate the opposing traffic flows should to allow ambulances to move as freely as possible
- Requests that ambulances are facilitated through or around any works during construction.

London Fire Brigade

Supports but to ensure service standards are maintained will need the detailed programme of works and TfL's mitigation arrangements for the construction stage and detailed modelling.

Requests day-to-day multi-agency liaison arrangements for incident resolution and wider TfL mitigation measures incorporating lessons learnt from the Olympic Games.

Suggests a programme of education and, where necessary, enforcement to ensure that the appropriate emergency service access and egress is maintained to all sites and properties affected by the proposals during construction and when built.

Metropolitan Police Service

Supports as will significantly improve safety for cyclists, particularly at junctions. Would like more information on the safety of pedestrians using the new facilities. Concerned with the:

- impact on operations such as kerbside access, response times, general policing and public order events, and that the many new traffic signals will create an additional enforcement demand
- increased congestion will result in longer travelling times for MPS officers coming into central London which will have an operational impact at times of prolonged public order demand
- movement of high risk individuals (vulnerable witnesses/prisoners/high profile or risk figures) or items that require armed, controlled movement because of the likelihood of attack will need the opposite carriageway closed adding to congestion to ensure an escape route for the escorted party. Currently escorts are able to filter through traffic or displace one lane into the other
- reduced road width available with pinch points in places will have an impact on the suitability of these roads for abnormal load movements
- reduction in lane space available for general traffic will significantly compromise network resilience when road and street works take place. Works that would, under existing circumstances, involve only a single lane closure will, in many cases, require the implementation of two-way working using temporary traffic lights with the inevitable significant impact in terms of congestion and journey times. Any recovery operation may also require the recovery vehicle to reverse a significant distance along the single lane section to tow a vehicle away. Such operations are likely to require police assistance to accomplish safely
- potential for conflict and collisions between cyclists and other vehicles at the many locations where side roads meet the route. Drivers emerging from the side road are required to give way in two-stages, firstly to cyclists approaching from both left and right and then to general traffic from one or both directions. A larger vehicle carrying-out this manoeuvre will partially or completely obstruct the cycle track
- design of some junctions encourages cyclists to use the general traffic lanes, such as at the junction of St George's Road and Lambeth Road where there appears to be no signage to warn drivers that is the case
- potential for collisions at two-stage right turns where cyclists are encouraged to wait within the live carriageway while a conflicting signal stage operates. Also concerned at visibility of traffic signals to waiting cyclists
- two-stage right turn at Blackfriars Road/Webber Street incorporates a small traffic island in the centre of the junction which creates a clear risk of collision and injury particularly for riders of powered two wheelers. A similar island is shown at the junction with Union Street/The Cut
- bus stop bypasses have not been tested at much busier stops and over confusion between cyclists and pedestrians as to who has priority
- the additional risk to pedestrians crossing the cycle track to access facilities that are currently kerbside including deliveries, exacerbated by high cyclist speeds
- significant numbers of pedestrians ignoring staggered crossings and crossing in a straight ahead movement

- parking bay for coaches outside the Ibis and Novotel Hotels in Blackfriars Road near Meymott Street has no table or step-free access and appears very narrow to accommodate all the passengers, luggage and the luggage bay doors which open a metre or more away from the coach which is a hazard for cyclists
- non-compliance of banned turns with a subsequent increase in collision risk and demand for enforcement
- when dealing with all fatal and many serious road traffic collisions it has to close roads. With less road width it will in many cases prevent traffic from being temporarily diverted around any obstruction and the length and impact of such emergency road closures may significantly increase.

It suggests:

- that as a minimum any parking provision that is signed for use by disabled drivers should have step-free access to the footway and the segregation at any loading bays to be of sufficient width for goods to be safely offloaded from the nearside of goods vehicles
- improvements for routes into St George's Circus eg. for cyclists travelling from Westminster Bridge Road to London Road
- a significant education campaign to ensure compliance with the new concepts and junction layouts
- that sections of the segregation are removable when diverting traffic for events and dealing with public order. However with more removable infrastructure this is very likely to increase time to set-up for/closedown after events and will have a financial impact on the MPS as Police officers are used to close the roads until such time as it is safe to reopen.

Responses from cycling groups

CTC - the national cycling charity (London)

Supports the proposals. The group provided feedback on a number of aspects:

- Safety of the segregated track should encourage novice cyclists
- Route capacity may be a problem and needs to be assessed
- Long cycle times at signals could encourage red-light jumping
- Stacking space and route capacity may be affected by long timings
- Centreline markings and cycle symbols needed
- Pedestrian/Toucan crossings should be clearly identified.

CTC - the national cycling charity (National)

Supports the proposals, saying it would create an iconic cycle facility, attracting recreational cyclists and tourists, and providing a great benefit for commuters and other 'utility' cyclists.

It is concerned at the decision to provide a two-way cycle track on one side only for the North-South route noting that this is likely to create delays and danger at junctions. It believes cyclists might choose to use the southbound carriageway rather than the cycle superhighway and asked that a southbound cycle lane be retained - unsegregated if necessary.

Cycling Embassy of Great Britain

Supports the proposals and listed many benefits, including making cycling journeys safer, opening-up cycling to more users and improving the physical environment. It suggests:

- zebra crossings preferred to signalised pedestrian crossings
- 'Give Way' signs rather than signals for cyclist interactions
- provision for people to join (or cross) the route at major junctions
- connections with other routes eg. Camden's routes that form part of the Central London Grid
- reduce the number of two-stage pedestrian crossings
- zebra crossings, with sinusoidal humps, should be used at bus stops
- left turns, on and off the route, should be exempted from signals, with zebra crossings for pedestrians
- straight across pedestrian crossings rather than staggered
- the maximum available width for the cycle track and the use of shallow height kerbing at a 45° to allow permeability
- reallocating some of the space gained in Garden Row to protected cycle lanes in both directions
- allowing two-way cycling in one-way streets
- routes for pedestrians and cyclists to be more direct, more intuitive and separated from motor traffic.

It has concerns about the 'turning pocket' arrangements at junctions.

London Cycling Campaign (includes Southwark, Camden and Islington LCC)

Supports the proposals, saying they represented a major step forward in creating streets that were safe and inviting for cycling. The LCC believes the modelling overstated the likely traffic impact as it did not account for behaviour change or journey time improvements caused by a reduction in cycling collisions. It noted that modelled base times were 'best-case' scenarios which rarely occur in practice. The LCC felt the likely impacts were minimal and should be balanced against its benefits for safety, health, environment and cycle journey times.

It requested:

- further discussions on the route from Stonecutter Street to King's Cross
- integration with other cycle routes
- left-turn filters for cyclists and better pedestrian facilities at Ludgate Circus
- cyclists be exempt from banned turns across the route
- the route to be suitable for people using all types of solo bicycles including adapted bicycles, upright and recumbent tricycles, handcycles and tandems, as well as trailers, trailer bikes and cargo bikes
- more consideration given to cyclists crossing and joining the route. Would like further discussion with TfL over routes joining at St George's Circus
- it made clear to drivers where they are crossing the cycle track
- splayed kerbs with angled faces at least 45° from vertical which should allow permeability for handcycle users and to be sensed by the visually impaired
- the 'Hold the Left' junction design used at busy junctions
- clear signage along the route including visual contrast so all cyclists including visually impaired cyclists can be sure they are on a safe cycle route
- a full width sinusoidal profile with a smooth surface as the only surface treatment to be used for speed reduction and for transitions to raised tables
- two-way cycling on one-way streets.

It prefers London Road as the most direct route. Asks that if St George's Road is used the junction entries at Hayles Street and West Square should be narrowed to less than 6

metres and 3 metres respectively so that cycles exiting are not caught to the left of motor traffic when they are heading across St George's Road to the cycle track and that the entry treatments on these and all minor unsignalised junctions should be designed to make it clear to drivers that they are crossing cycle and or pedestrian priority spaces.

It has concerns over the use of Early Starts and opposes reducing the cycle track to less than 4 metres.

Lambeth Cyclists

In addition to the London Cycling Campaign response (see above) it supports and suggests:

- the segregation is largely planted and Sustainable Urban Drainage included
- relocating the pedestrian crossing on London Road to nearer the tube station and bus stops to maintain the pedestrian desire line and permit cyclists to turn left from Princess Street onto the London Road bus and cycle lane
- relocating the on-road directional arrows for motorists turning out of side roads across the cycling superhighway to the 'holding' space between the traffic island segregation and conventional entrance/exit of side road lining (double/single give way) on both sides of the 'holding' space
- removing the early start box and the dropped kerb from the cycle track into it at the junction of St George's Road and Lambeth Road going northbound as would be better for cyclists turning left onto Lambeth Road to do it as though going straight on from Lambeth Road
- the section of Lambeth Road on the route being segregated for children cycling to and from St George's Cathedral Primary School
- being able to cross St George's Circus in one crossing and the cycle track continuing around the perimeter of it
- that Ufford Street retain a cyclist entrance/exit, especially as Boundary Way is one-way.

Brent Cyclists

Supports and suggests:

- it is extended further north
- the number of signal stops reduced and zebra crossings used instead
- the usable cycle track width maximised by using sloping, low kerbs to minimise pedal strike
- pedestrians provided with direct single-stage crossings of the roads wherever possible
- London Road used rather than going via St George's Road and Lambeth Road, and Westminster Bridge Road to have two-way cycle facilities for future connection to the East-West route via Westminster Bridge
- the 'Early Start' facility in Borough Road to be a fully-separate signal phase.

It opposes Advanced Stop Areas on busy roads as accessing them leaves riders prone to left-hook conflicts, eg Ludgate Circus.

Wheels for Wellbeing

Strongly supports because it will improve disabled and older people's access to everyday travel and transport options across the city. It requested:

- it is extended further south

- it is accessible by families using trailers, tandems and cargo bikes and trikes including lengths of waiting areas and swept paths, and filtered permeability
- dropped kerbs and step free access for cyclists, particularly disabled ones so can pull-over to stop or access a shop or some other destination along the route or access to cycle parking and for door to door journeys. An angled kerb can also be sensed by a blind or visually impaired person
- a full-width sinusoidal profile with a smooth surface for speed reduction and for transitions to raised tables
- a 'KEEP CLEAR' where the route joins Lambeth Road
- route signs and the route on the ground itself to have visual contrast so a visually impaired cyclist can be sure they are on a safe cycle route. Equally, visually impaired pedestrians need to be sure that they aren't straying onto a cycle track.

It strongly:

- objects to a narrower than 1.5m entry lane to an Advanced Stop Line as some riders are sat lower down, eg handcyclists and they have a much greater left-hook risk
- recommends trials and further consultation with disabled cyclists on better ways to ensure their safety and comfort at lights, junctions and crossings.

Sustrans

Supports the proposals. A more attractive and safer environment will increase cycling and benefit all Londoners. Specific points raised included:

- More cycling will improve health and make roads safer and less congested
- 'With flow' cycle tracks – rather than bi-directional – would be preferred
- Regular access and egress gaps in the segregation should be provided
- Junction treatments should provide the same level of service (and safety) for cyclists making all possible movements
- The length of zigzag markings should be minimized on cycle tracks
- On side roads, the 10-10 dashed line should be set back with two rows of lines or continue the buffer
- Cycle lanes at junctions should have dashed lines or elephants' feet
- Minimal bus lane and footway removal to accommodate cycle lanes.

It requested:

- permeability along the route to make it accessible including chamfered kerbs to maximise effective width, and safe movements for cyclists at junctions
- cyclists to be able to use banned turns and be exempt from one-way working on Gladstone Street, Colnbrook Street & Geraldine Street to improve connectivity to the route and improvements to connecting routes eg Waterloo Road, Ludgate Hill and Fleet Street
- pedestrian crossings to be one-stage and straight across
- a standard family of treatments for side roads and prefers the more direct London Road route
- more informal pedestrian crossing points particularly adjacent to bus stops and cycle parking to integrate with walking and bus users
- 'Keep Clear' markings are added across the carriageway where the bi-directional cycle track meets with Lambeth Road to allow cyclists to filter more easily and safely through held traffic
- to discuss with TfL the route north to King's Cross.

The submission included a letter signed by the CEO of Sustrans and 10 other signatories. A supportive letter was also submitted, co-signed by representatives of Inclusive Cycling Forum for London; Inclusion London; Disability Advice Service Lambeth; Bikeworks; Pedal Power Cycling Club; EcoLocal; We Are 336; and, in addition, academics from the University of Westminster, Oxford Brookes University and the University of Cardiff.

Responses from freight groups and operators

Brewery Logistics Group and British Beer & Pub Association

Submitted a joint response. They are concerned:

- at the potential loss of kerbside access and removal or relocation of loading bays along the route – both during construction and in the final proposals. They noted Health and Safety Executive guidance which recommends beer deliveries are made adjacent to the point of delivery
- loading provision does not allow side loading/unloading
- at potential for conflict between cyclists and delivery staff crossing the track and between delivery staff and pedestrians
- at the logistical challenge of moving barrels across raised kerbs
- at longer journey times meaning reduced delivery times and increased costs.

They suggested that TfL's London Lorry Control Scheme would need to change to allow greater flexibility for logistics companies to spread deliveries throughout the day and that TfL's traffic model should allow for traffic growth as BLG member data suggests movement of goods has increased in recent years.

DHL

They are concerned:

- with beer deliveries to the Albion PH on New Bridge Street
- designs only seem to account for unloading from rear of vehicles, whereas much unloading takes place from the side
- with sharing loading bays with disabled parking
- with impact of lane removal on premises where loading takes place on nearside of a two lane road
- with traffic impacts and commercial implications.

It requested:

- dropped kerbs along the route (not just at loading bays)
- more done to encourage night time deliveries
- retention of existing MOUs
- further exploration of consolidation centres.

Freight Transport Association (FTA)

Supports in principle but stresses the need for a balance in the use of road space. It is concerned:

- consultation period was too short
- traffic modelling data was insufficient and no environmental impact assessment provided
- increased journey times will put more freight vehicles on the roads adding to congestion, pollution and business costs
- fully segregated cycle tracks can impede kerbside delivery and servicing; supports partial segregation using 'armadillos' or giant cats eyes

- shared loading with disabled bays may be impractical
- reduction in the number of loading bays
- over delivery of beer kegs, pallets and roll cages across cycle lanes
- counting vehicles is not an accurate measure of loading and delivery requirements.

It requests a further 12-week consultation period once better traffic modelling data, an environmental impact assessment and an assessment of the impact of delivering across the cycle superhighway are available.

John Lewis Partnership

It is concerned the proposals are not balanced between the needs of cyclists and the freight industry and other road users. It is concerned:

- increased journey times would mean additional vehicles would have to be used, adding to congestion, air pollution and business costs
- a full evaluation is hampered by lack of data on journey times or the volume of traffic diverting onto other routes
- duration, efficiency and safety of kerbside deliveries would be adversely affected - particularly affecting time-sensitive deliveries like fresh food, and the delivery of large household items
- construction would most likely require extensive lane closures and contra-flow and road closures leading to congestion, delays and pollution.

The Road Haulage Association

It supports the proposals but does not feel the needs of the road haulage industry have been adequately addressed. It is concerned:

- HGVs will be delayed by congestion providing a less-efficient service to business and will generate more CO2 emissions and air pollution
- 20 minutes is not sufficient time to undertake many loading/unloading activities
- lack of adequate loading facilities increases the risk of theft if goods have to be left at the roadside some distance from the delivery destination.

Royal Mail

It supports as the proposals would deliver an overall benefit to London but adds could delay its vehicles on some sections. It is exempt from all Loading and Waiting restrictions but said its vehicles need to stop adjacent or near post boxes and Post Offices for safety and security reasons and raised concerns about access to specific post boxes along the route.

Triangle Management Services Ltd (Express Networks Forum)

It responded on behalf of forum members APC Overnight, City Link, Hermes, GeoPost (DPD & Interlink), Parcelforce Worldwide and TNT Express. It is concerned at the potential impact on collection and delivery of goods to premises along the route, particularly express or timed deliveries or collections. It is also concerned at the cumulative effect of the cycle proposals proposed for delivery by early 2016. It is concerned at:

- loss of loading bays or relocation to less convenient locations and loss of single red line
- impact of 'gating' and requested broader traffic data
- likelihood of some cyclists remaining in the roadway
- deliveries across the segregation islands and/or the cycle superhighway as could pose hazards for both cyclists and pedestrians

- mixed use of some loading bays between commercial activity and Blue Badge holders
- the proliferation of street furniture such as cycle hire stands, normal cycle stands, electric vehicle charge points, etc.

UPS

It is concerned at plans to remove existing kerbside loading along the route which it said would lead to:

- longer journey times
- restricted access leading to longer delivery times with particular impact on its express service
- shorter time windows for deliveries
- less efficient operations.

Utobeer Ltd

It opposes loss of loading bays.

Responses from coach and tourism groups

Coach Driver Forum

It represents around 1000 coach drivers. It is concerned at the reduction/relocation of coach parking believing there will be an overall reduction of 50% on both East-West and North-South routes. This would have an effect on the mobility of visiting coaches and the ability of drivers to take their legally required breaks.

Coach Logistics, Wye Valley Engineering Ltd

It welcomes the separation of cyclists and vehicles but is concerned at the reduction in network capacity and resilience and impact on air quality.

Confederation of Passenger Transport UK

It is concerned at the reduction in road capacity and coach parking, eg. on Farringdon Street, Farringdon Road and:

- impact of restricting coach activity on tourism and the wider economy
- impact of longer journey times on operational costs and the environment
- risk of conflict between cyclists and coach passengers
- ability for coaches to use wheelchair lifts on new layouts
- drivers will not be able to take their legally required break.

It suggests TfL checks 15 metre coaches can use the junctions safely.

Guild of British Coach Operators Ltd

It supports the principle of segregating cyclists and other road users but is concerned at:

- the loss of road space
- increased congestion
- slower traffic speeds
- loss of coach pick-up/set down and parking facilities and potential for misuse.

It would like an assessment of the impact on journey times for commuter coaches.

London Tourist Coach Operators' Association

It says the coach industry and passengers will be disproportionately disadvantaged and has concerns:

- Coach drivers need adequate facilities to park to ensure they comply with the legal requirements for rest breaks
- A coach that is unable to park is obliged to keep driving around and the vehicle is adding to congestion
- There is not sufficient space for larger groups to assemble on the segregation especially when unloading/loading luggage nor cross the cycle track in large groups that are not aware of their surroundings which are unfamiliar
- Impact of longer journey times and restricted coach activity on tourism and the wider economy
- Congestion around and approaching the route caused by reallocated or 'gated' traffic and banned turns
- Risk of conflict between cyclists and coach passengers.

It requests that:

- before any coach facilities are removed that adequate replacements are already in place and that construction is carried out in a way that does not prevent access to the kerbside
- loading bays also accommodate coaches
- bus and tour bus stops permit picking-up/setting-down by all coaches
- cyclist behaviour is addressed at the same time as infrastructure.

The Original London Sightseeing Tour Ltd

It supports segregated cycle tracks in principle on the grounds this would mean cyclists ignoring road traffic laws would only affect other cyclists.

Responses from bus operators and passenger groups

Go-Ahead London

It opposes saying it would reduce road space while population growth puts the transport network under greater pressure. It urges that no existing bus priority measures be removed and passengers should not be disadvantaged with longer journeys.

It said a meaningful response was difficult because of the lack of traffic management plans, traffic impact data and economic analysis. It would like:

- the rationale and criteria behind only undertaking traffic modelling on four bus routes
- a cost-benefit analysis
- the predicted cost of proposals and accuracy of this cost
- a feasibility study of the planned 12-month phased construction
- details of safety considerations behind the proposals
- mitigation for bus operators
- junction improvements for cyclists to continue
- TfL to keep traffic moving during construction and other planned works
- to know how 'gating' of traffic would work in practice
- how policing cyclist behaviour would work at cycle track/roadway junctions.

It is concerned about:

- the combined effect of this and other planned road schemes could have on bus reliability
- disadvantaging passengers
- reducing the attractiveness of bus travel
- passenger access to bus stop bypasses
- the environmental impact
- the congestion-related impact on the national economy.

It asked if TfL was prepared to accept longer journey times for bus passengers and requested:

- evidence to show how re-phasing traffic signals will reduce the journey time impact
- compensation for bus operators (new schedules)
- communication with users
- information on expected delays and how they are determined
- improving junctions for cyclists
- educating all drivers
- funding cycle detection on buses.

Stagecoach

It is concerned the proposals would:

- mean longer journey times along most of the route and surrounding roads during and after construction
- reduce patronage and financially impact the business.

Tower Transit Operations Ltd

It supports the principle of separating cyclists and general traffic but says it should only be provided where there is no overall detriment to bus speeds by the removal of bus priority measures or reducing road width. It says it is directly affected by the route as operator of the RV1, 23 and 26 buses.

Clapham Transport Users Group

It opposes saying:

- the proposals are unsafe and unworkable because 'floating bus stops' are dangerous particularly for those with impaired vision and reduced mobility
- it will worsen bus journey times and add to congestion on them (route 45 runs between Clapham Park and King's Cross and is an alternative to the Northern Line)
- many people rely on the buses and have no real alternative and that disabled passengers will suffer more undermining their opportunities.

Responses from taxi operators and trade unions

Dial-a-Cab

It opposes the proposals saying that London has too much traffic and lessening road space and lengthening journey times is not an option, and that longer journey times will increase pollution.

GMB Professional Drivers Branch

It opposes the proposals as is concerned with:

- traffic sharing one lane which would be impeded when a bus or taxi stops to pick-up/set-down passengers
- traffic being further disrupted by specific crossing periods for cyclists

- traffic being adversely impacted by banned right and left turns, eg. banned left turn into The Cut, closing Tudor Street and stopping the turn from Charterhouse Street
- insufficient road space between traffic lights to accommodate traffic volumes
- side streets not being suitable for additional traffic
- boarding and alighting passengers would be more difficult where the cycle lane runs along the kerbside
- lack of enforcement
- parking/loading being reduced
- pedestrian safety
- delays which will impact health and business costs and increase accidents
- extended journey times which will affect drivers business and impact safety
- more pollution and longer response times for emergency vehicles.

Licensed Taxi Drivers Association

It submitted a response on behalf of the London Cab Ranks Committee which also includes Unite the Union and the London Cab Drivers Club. It objected to:

- reduction in traffic capacity and the banning of turns
- passengers' safety being compromised
- passengers in wheelchairs and others with poor eyesight being disadvantaged because of fewer places to stop and inability to use ramps safely
- reallocation of roadspace because bus, taxi and freight traffic is likely to grow considerably.

It requested an air quality assessment covering the route itself and the wider area where displaced traffic would divert to.

Mountview House Group (Radio Taxis & One Transport)

It is concerned:

- at the reallocation of roadspace saying this would lead to congestion and longer journey times which would have economic and environmental implications
- over journey time impacts for disabled travellers both drivers and taxi passengers
- modelling assumes co-operation of boroughs in improving traffic flow on adjacent roads
- over loading across cycle lanes.

It suggested a strong safety publicity campaign aimed at cyclists and motorists instead.

Rail Maritime & Transport Union

It says efforts to develop a safe, segregated cycle network should not be detrimental to other road users or pedestrians. It is concerned over:

- passenger safety when crossing cycle lanes to board or alight from taxis
- wheelchair users facing raised kerbs
- relocating taxi ranks diminishing their availability to passengers
- estimated journey time changes do not take into account the working methods of taxis – examples are passenger hot spots such as Farringdon Road/New Bridge Street.

The London Cab Ranks Committee (comprises of three TfL recognised driver groups: The Licensed Taxi Drivers Association, Unite the Union and the London Cab Drivers' Club)

It is concerned over the:

- removal of a traffic lane from Westminster Bridge Road and wants to know if the taxi trade would have access to the new widened bus lane
- picking-up and setting-down of less able taxi users such as those using the Taxicard scheme
- loss of taxi rank spaces north of Snow Hill.

It objects to the:

- removal of the left turn from Blackfriars Road into The Cut
- loss of the left and right turns into Tudor Street and does not accept the proposed changes to Bridewell Place as a suitable alternative
- loss of the right turn from Farringdon Road into Charterhouse Street (west). Removal would add to journey times for the taxi trade's customers.

It requests the position of the disabled bay and taxi rank at the hotel situated at the corner of Meymott and Blackfriars Road be reversed as the need to cross the cycle route would be removed.

Responses from motoring groups

Alliance of British Drivers (London Region)

It opposes the proposals and objects to the removal of shared road space because:

- separate cycle lanes will create additional congestion on what is already a busy route
- it would lead to delays which would add to business costs
- it would mix cyclists with heavy traffic on a polluted road when other roads are better suited
- cyclists represent a very small proportion of the road-using public
- longer journey times are unacceptable
- no sensible justification is given for these proposals
- no cost/benefit analysis has been provided
- there is no estimate of the additional costs that will be incurred from delays because of congestion.

Automobile Association

It recognises the value of the proposals in encouraging cycling and making it safer. It supports walking and cycling as healthy options but says that freeing-up surface space by road tunnelling could transform walking and cycling opportunities in London. However, it has concern over:

- the impact that further reallocation of road space will have in some locations
- longer journey times for other road users including public transport and pedestrians at some crossings
- the economic impact. It noted that journey time modelling does not take into account road works and incidents, which would be harder to manage with less capacity
- that with less capacity roadworks and incidents will be much harder to manage.

RAC

It requests more detailed information on the benefits, disbenefits and other impacts to support the proposals, adding that appraisal of other TfL schemes such as Crossrail, Congestion Charging and the ORN (among others) was based on more detailed information. It says that the impact on other road users appears to be substantial.

RAC Foundation

It said there is insufficient evidence to form a view but believes many road users face a substantial adverse impact. It asked TfL to provide:

- a business case quantifying the benefits/disbenefits including safety, the environment, congestion and air quality in a similar way to the case for Crossrail and to justify assumptions
- costs for realistic mitigation measures for commercial traffic and general traffic control
- analysis of the costs to the London economy because of adverse effects on buses and commercial traffic
- comprehensive modelling of the impacts on traffic, applying the same standard that has been used for other major road schemes and developments
- forecasts of the number of users
- bus mitigation costs included as a cost for the proposals.

Institute of Advanced Motorists

It says that segregating cyclists from motorists fails to address the problem of observation, awareness and education of road users and suggests investing in cyclist and motorist education and training instead.

British Motorcyclists Federation

It says motorcyclists have a significant contribution to make to mobility in London but have been completely ignored in these proposals and that as a vulnerable road user group consideration should have been given to the impact of these proposals on powered two-wheeler (PTW) users and requested details on lane widths and speed limits.

Motorcycle Action Group

It opposes the proposals with concerns over:

- the speed and scale of the proposals including short consultation timeframe
- impact of reduced road space on the safety and the efficiency of powered two-wheeler (PTW) use
- lack of evidence of due consideration of the impact of the proposals on the safety of PTW users
- increased congestion/journey times and reduced road network efficiency
- loss of bus and coach parking and resulting economic impacts
- inadequate consideration of the impact of a possible link between cycling and prostate cancer on the proposals costs and benefits.

Responses from pedestrian and accessibility groups

Age UK London

It supports in principle as should improve disabled and older cyclists access to everyday travel and transport options but has concerns with the impact of some of its aspects on older and disabled pedestrians and bus passengers. In particular it is not convinced bus stop bypasses would be safe for passengers who are mobility or visually impaired or have other disabilities. It is concerned with:

- collisions where disabled passengers were unable to avoid cyclists
- safety concerns deterring disabled passengers from using the bus
- overcrowding on the bus stop island creating particular difficulties for disabled or older people
- poor cyclist behaviour exacerbating concerns.

It said Cycle Superhighways need to accommodate all types of cycles including trikes, handbikes, tandems and tag-alongs, offer easy access on and off and link seamlessly with other cycle routes and other modes of transport. This is especially important for those older and disabled cyclists for whom their cycle is also a mobility aid and who are not able to walk it.

It requested it extended further north and TfL continues discussion with older people and user groups on this and how to use the crossings and bus stops safely.

Disabled Motoring UK (DMUK)

It is a national charity which promotes access for disabled people. It opposes the proposals as detrimental to members who cannot use the Tube or cycle and who therefore drive or use taxis or buses. It expressed concern at the prospect of longer journey times and reduced parking.

Guide Dogs

It opposes any shared space at junctions and floating bus stops in their current form and requests:

- tactile guidance paving continue for a vision impaired person crossing the cycle lane
- tactile paving at all crossing points and from bus stop bypasses
- safe and convenient routes be provided for cyclists on the carriageway. Where this is not possible off-carriageway routes for cyclists should be separated or clearly segregated from pedestrian routes
- well designed and carefully located cycle parking at key points such as the approach to shopping areas.

Living Streets (covering Southwark and City Living Streets)

It welcomes the proposals if pedestrian safety and amenity is not compromised. It is concerned:

- about increased pedestrian wait times at St George's Circus, Southwark Tube station, Ludgate Circus and Farringdon Street and would prefer staggered crossings to be straight across
- haven't considered increasing numbers of pedestrians in the City needing to cross at key junctions
- about the capacity for parents, children and students to cross St George's Road and the positioning of formal crossings along the road.

It suggested:

- more crossings across the cycle track and bus stop bypasses
- a 20 mph speed limit along the route
- the footway width at the exit of the stairs coming down from Holborn Viaduct retained. Says this is likely to become a much busier route with the completion of Crossrail and more space, not less, is needed for pedestrians
- a pedestrian crossing at the junction where Snow Hill and West Smithfield join Farringdon Street
- crossing facilities on St George's Road between Geraldine Street and Lambeth Road and on Blackfriars Road between St George's Circus and Webber Street and Webber Street and Union Street
- side road entrance treatments on Blackfriars Road which clearly prioritise pedestrians over motor vehicles

- a straight across crossing at the southern end of Blackfriars Road and a more direct east-west crossing
- disabled parking bays along the median strip relocated to side roads
- the median strip planted using beds and trees rather than planters.

Thomas Pocklington Trust

It supports Guide Dogs submission.

Responses from resident groups, health providers and educators

Millicent Court Management Ltd

It objects over traffic congestion, the much longer journey times for cars, business vehicles, taxis and buses.

Octavia Hill Residents Association and Grainger plc (Mitre Road, Ufford Street, Webber Street, Windmill Walk, Greet Street, Union Street and Pepper Street)

It is concerned over increase in traffic on quiet residential streets which traffic will use to get to The Cut. Streets are narrow with cars parked on both sides and narrow pavements and some are in a conservation area with a small community park frequented by residents with children. Note this included a petition backing these concerns with 84 signatures objecting to the banned left turn into The Cut when travelling north.

New Cross Neighbourhood Forum

It would like it extended further north and south along Old Kent Road or Walworth Road as far as Lewisham.

Peabody Estates

It supports as would like cycling made as safe and accessible as possible as contributes to many of its aims for a healthy population, a better environment, and a cost-effective, sustainable mode of transport. It adds that more staff and residents would cycle if they felt comfortable and safe on the roads, and it would encourage social interaction.

It is concerned about the impact of traffic being blocked from Bessborough Gardens and diverted onto John Islip Street. This is a residential and conservation area made up of relatively small streets that would be impacted by a sudden increase in traffic.

It requested:

- there is minimum disruption to vehicle and pedestrian routes during construction
- safe crossings for residents including vulnerable people and children, and enforcement of cyclists behaviour
- to work with TfL to reassure residents that disruption to road users and local communities will be kept to an absolute minimum.

Hayles Tenants and Residents Association

It would like a short section of double red lines at the junction of Elliotts Row & St George's Road along Elliotts Row from the junction with St George's Road just up to the side turning to Hayles Buildings - outside the small park with a dispensation for the disabled bus to park for pick-up/drop-off, and a green nature strip between the cycle and the traffic lanes along St George's Road.

Elephant & Castle Tenants and Residents Association

It supports but would like more greenery eg along St George's Road by enabling the Guerrilla Gardeners to create a Nature Superhighway in the division between cyclist and motorists as in other places.

Webber and Quentin Tenants and Residents Association

It supports but would like the 'nature superhighway' as proposed by the Guerrilla Gardeners. It adds that residents are active gardeners and would like opportunities to also create beds on Blackfriars Road and Webber Street.

Academic staff working in relevant fields of research

An academic expert asked that a letter from 24 eminent professors be treated as a submission. The letter, which was published in the Evening Standard, made the following points:

- Provision for cycling is currently often highly inadequate
- Evidence shows the benefits of providing well designed space for cycle traffic segregated from motor traffic on busy roads
- Ensures people of all ages and abilities can cycle in safety and comfort
- Reallocating road space is a welcome commitment to London's sustainability
- Proposals should not be delayed, cancelled or diluted.

King's College London Bicycle Users Group

It submitted a supportive response based on the CyclingWorks template.

London School of Hygiene & Tropical Medicine

It supports the proposals as encouraging more of its employees to cycle by improving perceptions of safety. Research at the institution has found many benefits to cycling and encouraging cycling will help to improve the health of Londoners.

Queen Mary University of London

It supports as it would provide a safer route for students and staff who cycle and reduce the risk of accidents. The proposals would make the University more competitive globally. It argues increased cycle to work rates have been linked with lower absenteeism, better employee health, well-being and productivity, reduced journey times and lower commuting costs.

Students Union University of the Arts London

It said many students would like to cycle but do not as they feel the roads are too dangerous. In addition to health benefits this would help students financially. It believes the benefits of the proposals outweigh its impact on journey times. It supports the London Cycling Campaign position of reallocation of road space, segregated cycle tracks, safer junctions and direct routes.

University College London

It supports the proposals highlighting:

- Reallocating road space represents a commitment to London's sustainability
- Opportunity to encourage more staff and students to cycle
- Internal survey shows safety is the main concern for potential cyclists
- Financial benefits of cycling
- Health benefits
- More cycling supports business continuity and resilience by offering an alternative mode to travel to work.

Association of Anaesthetists of Great Britain & Ireland

It supports the proposals as will improve safety for cyclists and reduce accidents while encouraging more people to cycle to work.

CEDAR, MRC Epidemiology Unit, University of Cambridge

As a UK Clinical Research Collaboration Centre of Excellence which has published extensively on cycling it said:

- Research indicates that increasing high quality segregated infrastructure can lead to sustainable long term increases in cycling with widespread health benefits
- Cycling has the potential to appeal across population groups and be maintained across the life course. Population level benefits are greatest if activity can be maintained at older ages when disease risks are highest. Unfortunately cycling in the central London area comes with avoidably high risk of serious injury and death
- A full evaluation of the behaviour change and public health impacts resulting from the proposals is needed.

Faculty of Public Health

It supports the proposals as will facilitate active travel and improve health. It will also help to improve air quality and safety for cyclists. It said that measures to improve cycling should also enhance walking.

Imperial College Healthcare NHS Trust

It supports the proposals as it would help to encourage more staff to cycle to work, improving their health and wellbeing. It would also improve cycle safety.

King's College Hospital NHS Foundation Trust

It supports the proposals as will help to make cycling safer and reduce the number of serious and fatal injuries from riding bikes in the capital.

National Institute for Health and Care Excellence (NICE)

It supports the proposals as would help people to develop and maintain healthy, active lifestyles. It also wants to support employees wishing to cycle safely to work.

NHS Clinical Commissioning Groups (CCGs)

It supports the proposals as will help to make cycling safer and a more viable option for travel. It says:

- Segregated cycle lanes will reduce near-misses, casualties and fatalities
- More active travel will help to tackle London's obesity epidemic
- Sets a positive precedent for investment elsewhere in the UK
- The proposals are beneficial for the CCGs and its health partners, for London's status as a dynamic and global city, and for all Londoners.

NHS England

It supports the proposals as a way to encourage people to live healthier and more active lives. Research by the London Health Commission is examining how public services, such as transport and planning, can support better health by making physical activity easy and removing barriers to activity. The NHS stressed the importance of improving safety for cyclists through the creation of new segregated highways.

Royal College of Nursing London

It supports the proposals for:

- Providing improved cycling infrastructure which would encourage more people to take-up cycling
- Helping to reduce trips by motor vehicles which would reduce air pollution and deliver public health benefits.

Appendix C – response to issues commonly raised - overall proposals

Impact on other road users

Concerns proposals would increase general congestion and journey times.

Reducing the impact on journey times

TfL acknowledges the concerns that some organisations and individuals have expressed regarding the potential traffic impact of these proposals.

There are likely to be a range of journey time changes for general traffic and buses as a result of changes that we have made to the designs of the North-South Cycle Superhighway but also as an impact of changes that have been made to the East-West Cycle Superhighway. For example; changes made to the design of the pedestrian crossing facilities at Ludgate Circus to improve convenience for pedestrians are likely to slightly increase journey times for traffic and buses crossing the route between Ludgate Hill and Fleet Street at the busiest times of day. Changes made to the designs of the East-West Cycle Superhighway mean that more traffic can be accommodated along that route, reducing the number of vehicles which were expected to take an alternative east-west route via Southwark Street and Stamford Street, which will reduce previously predicted journey time increases. An updated table with the journey time changes now expected on traffic, buses and pedestrians will be published at the end of January 2015.

We have made some changes to the North-South route proposals in response to concerns raised during consultation. A summary of the changes we have made is available in Chapter 4 of this report. Some of the main changes include:

- Changing the proposed and existing pedestrian crossings at Ludgate Circus from staggered to straight across
- Relocating the new pedestrian crossing on St George's Road, further north towards the Lambeth Road junction.

Remaining impact on general traffic and buses

We acknowledge that some people will remain concerned about the potential traffic impacts of this scheme, despite the changes described above. However, we are satisfied that the impact on traffic is reasonable when balanced against the substantial safety improvements the North-South Cycle Superhighway would mean for thousands of existing cyclists and the likely growth in cycling along this route, including people who would cycle if they felt it to be safer.

Mitigating the remaining impact

Our modelling includes planned changes to traffic light timings which will help keep traffic moving. However, it does not include our other planned measures to manage traffic in London, including increased enforcement in areas at risk of congestion, influencing freight and servicing activity to reduce traffic volumes at busy times and locations and improved driver information to enable more accurate journey planning. We expect that these measures will collectively have a positive impact on predicted journey time changes. We are also investing further in advanced traffic signal technology to allow us to better manage traffic depending on differing conditions at any given time.

We will also provide signage in advance of junctions with new traffic restrictions and work with satellite navigation companies to help drivers plan the most appropriate route for their journey.

Bus journey time mitigation

TfL has a £200m Bus Priority programme, which will support London's economy by reducing the impact from expected increases in traffic levels and congestion on bus journey times and reliability, by the easing of movement through key junctions along identified bus routes. It will also unlock Opportunity Areas identified in the London Plan, increasing the mode share of the bus at these locations. Achieving these aims will protect the bus passenger experience at designated locations throughout London; and enable London to continue moving, growing and working.

Funding from the Bus Priority programme has been ring-fenced to target improvements on those bus routes potentially impacted by new cycling infrastructure, in order to rebalance time lost and improve reliability. Proposals will help to safeguard bus journey times and reliability by easing traffic and movement at key junctions.

Traffic impact on roads not on the route

TfL will be implementing a traffic management strategy which takes advantage of recent and on-going investment in London's sophisticated traffic signal system. The strategy will manage traffic around the 21 major road schemes planned to be delivered by December 2016 in central and inner London including the North-South Cycle Superhighway.

The objective of this strategy will be to protect the bus network, prevent the blocking of exits at junctions and ensure that key intersections do not become gridlocked. The approach will be flexible and we will need to respond to the daily demands of traffic on London's road network. Signal timings at certain key junctions will be adjusted to manage the flow of traffic into and around central London to ensure traffic keeps moving and we will actively manage traffic flows away from and around locations where construction is taking place.

This strategy is still being defined in the light of proposed changes to the designs of this and other schemes and will be adapted through different construction phases and when schemes are completed.

Impact on emergency services

Our analysis shows that the changes made to this scheme and the East-West Cycle Superhighway are likely to result in a range of journey time changes for buses and general traffic. We will continue discussions with the emergency services as we finalise our designs.

Concerns regarding the traffic modelling process and requests for more modelling information

Our traffic modelling methodology takes account of the combined impact of 21 transformational road schemes expected to be delivered by December 2016, in order to present an accurate picture of the expected effect on traffic across central and inner London. The model uses a technique called "traffic reassignment" which determines where traffic will go if road capacity is altered, if turns are banned or if changes are made to traffic signal timings.

Our Traffic Assignment model is one of the largest and most detailed model of its kind for an urban road network in the world and has been in development for 7 years. We continue to expand its coverage and have carried out the current modelling work for this and other major road schemes using the full geographic extent of the model, to ensure we consider the widest possible impacts. We have used smaller scale, high resolution models which cover each scheme area to identify detailed changes in journey times through the scheme area.

Through the consultation process, we invited people to contact our Traffic Modelling team if they had further questions about the modelling, or wished to access more technical data and information from the traffic models. TfL's approach was to share as much data as was technically feasible, in line with our commitment to Open Data and transparency. Much of the information requested required accompanying explanation, which was achieved through individual meetings and explanatory reports. At the end of this process, over 70 separate items of data and information were issued to those who made specific requests.

Impact of banned turns and other traffic restrictions

We do not develop proposals to introduce traffic restrictions without carefully considering the potential impacts and exploring alternative solutions. Generally, new restrictions are proposed to either address a safety issue or physical constraint, or to help a signalised junction operate more efficiently. We acknowledge that restrictions will inconvenience some motorists. However, we need to balance this inconvenience against the wider benefits that schemes such as the North-South Cycle Superhighway can deliver.

We have carefully considered submissions received regarding each of the proposed new traffic restrictions on the North-South Cycle Superhighway and we have made a change to one of the proposed restrictions. This is summarised below, with the other restrictions covered in more detail in our response to issues raised for the relevant section of the route. Proposed banned turns are for motorised vehicles and therefore, cyclists are exempt from these.

Removal of proposed 7.5t weight restriction on Union Street

Following concerns raised in consultation, we have changed our designs to permit large vehicles to use Union Street. This will alleviate some of the concerns received regarding access for delivery vehicles to businesses along The Cut.

Recommendation to proceed with other proposed traffic restrictions

With the exception of the change outlined above, we will be recommending that TfL Board approves designs including the other traffic restrictions consulted on in September 2014. In each case, we have reviewed concerns raised in consultation but have been unable to identify a feasible way of lifting the proposed restriction. Please see the relevant section for our response to specific restrictions.

We will use targeted email and publicity campaigns to provide drivers with information about new traffic restrictions in advance of their implementation. These will include details of the banned turns and information about alternative routes. We will also install appropriate signage and mitigation measures to ensure drivers are aware of the banned turns.

Concerns about cyclist behaviour

TfL acknowledges concerns raised about cyclist behaviour, although our research shows that most cyclists ride responsibly and that cyclists are no more likely to disobey road rules than other road users. Statistics on road traffic collisions in Greater London show the number of injuries and fatalities for pedestrians in collisions involving cyclists are many times fewer than those involving motor vehicles.

TfL promotes adherence to the Highway Code by all road users and encourages 'responsible cycling' and mutual respect between cyclists and other road users. We work to eliminate offences such as jumping red lights, cycling on the pavement and cycling at night without lights. We do this using police enforcement and education programmes, as well as through marketing and engagement campaigns.

We recognise that some cyclists break the law to avoid the dangers of motor traffic and ride on the pavement. However, we anticipate that providing dedicated and safe space for cyclists will discourage people from riding on pavements. Providing dedicated space for cyclists can also help other road users by letting them know where to expect high volumes of cyclists.

TfL contributes funding towards the Metropolitan Police's Cycle Safety Team and are working on a strategic enforcement plan, taking into account all activities. As promised in the [Mayor's Vision for Cycling in London](#) the team expanded by a quarter in 2014, with thirty three officers dedicated to road safety and another 16 tackling cycle theft. Deployment is evidence-driven.

The Cycle Safety Team will patrol all new Cycle Superhighways when they open, encouraging appropriate behaviour by all road users and enforcing compliance. The team engages in enforcement of all road users. Approximately 50 per cent of offences reported are committed by car drivers and motorcycle riders, 26 per cent by commercial vehicle drivers and 24 per cent by cyclists.

Operation Safeway

TfL also works with the Metropolitan Police on Operation Safeway, which sees up to 1,000 officers deployed at around 100 junctions, at least two days every month. High visibility officers use a combination of both enforcement and engagement to tackle dangerous illegal behaviour by all road users, including motorists and non-motorists. Locations are chosen by analysing collision data to determine those most at risk of killed and serious injured collisions (KSIs).

The results from Operation Safeway show that significantly more motorists are enforced against than cyclists. Since it was launched in November 2013, over 16,000 Fixed Penalty Notices (FPNs) have been given to motorists and 5,000 to cyclists. The most common offences where motorists were issued FPNs are contravening traffic signals (this would include crossing an Advanced Stop Line), using a phone while driving, and failing to wear a seatbelt. The majority of cycling FPNs were issued for contravening traffic signals, cycling on the footway, and using a pedal cycle without lights.

Operation Atrium

City of London Police also undertakes a range of activity to address road user behaviour. Operation Atrium is an initiative aimed at cyclists, which includes education and

enforcement, and focuses on offences and antisocial behaviour. All activity is aimed to reduce the risk of collision.

Requests to restrict cyclists to cycle lanes/enforce usage of track

The Mayor's Vision for Cycling in London sets out a commitment that *'nothing I do will affect cyclists' freedom to use any road they choose'*. The majority of cyclists are, however, expected to use the high quality infrastructure proposed, which provides protection from motorised traffic and enables them to connect seamlessly with other cycle routes. Data recently collected from the fully segregated CS2 between Bow and Stratford showed 95 per cent of cyclists in the pm peak used the segregated facilities.

Concerns about impact on freight, deliveries and servicing

The Freight and Fleet industry provides a vital role in London and they are an important stakeholder for Transport for London. We have worked with them throughout this consultation and continue to discuss outstanding issues with them.

TfL's Freight and Fleet team have an on-going programme to work with the industry and others to ensure deliveries across London can be made safely and efficiently. We are also developing a new Freight Strategy for London, due to be published later this year.

Traffic impact of these and other highway proposals on the freight industry

As outlined above, we have made some changes to the proposals in response to concerns raised during consultation. We are also working in other ways to help the freight industry adapt to pressures on London's limited road space. This includes:

- **Re-timing** deliveries and collections to less busy times of the day reduces the number of vehicles travelling in the congested morning peak. We have produced step-by-step guidance with the industry and London's boroughs on how to make re-timing deliveries work which can be found here: <http://www.tfl.gov.uk/cdn/static/cms/documents/getting-the-timing-right.pdf>
- **Freight consolidation** combines goods from multiple suppliers into larger loads and delivers them using a single vehicle. Consolidation can reduce congestion, improve safety, make journey times more reliable and delivery and servicing activity more sustainable. More details are available here: <http://www.tfl.gov.uk/info-for/freight/moving-freight-efficiently/reducing-journeys?intcmp=8008>.

Changes to loading bays and single red lines

We are reviewing the designs to ensure adequate loading facilities are provided for local businesses and address some concerns raised in consultation. We are proposing to increase the length of shared loading and disabled bays along the North-South route by 27m and loading only bays by 38m to better provide for the delivery requirements. Please see our response to specific sections of the route for further details.

We are still, however, investigating design options and refinements such as the timings of bays and there may be further changes to our designs following further engagement with freight stakeholders.

Side loading

TfL is working with the freight industry and local businesses to ensure critical servicing activity can be accommodated and understand the challenges created by vehicles that load at the side rather than the rear. We are currently reviewing proposed loading

provision following comments received in consultation and will outline final proposals in early 2015.

Loading across the cycle track

We are satisfied that it will be possible to safely load across the cycle track whilst keeping cyclists and delivery staff safe. However, we will continue to work with the freight industry and local businesses to confirm the precise arrangements for loading facilities, including access across the cycle track. We are aware of the particular concerns and requirements of some stakeholders, including the brewery delivery industry and will continue to work closely with relevant organisations to agree mutually satisfactory arrangements. All Cycle Superhighways undergo a rigorous multi-stage Road Safety Audit process, which assesses the layout both during design and after implementation.

Concerns about impact on coaches and tourism

Journey times

Our analysis shows that the changes made to this scheme and the East-West Cycle Superhighway are likely to result in a range of journey time changes for buses, coaches and general traffic.

Coach parking and stopping arrangements

We are retaining the coach set down and pick up bay on Blackfriars Road and proposing a new tour bus stand on Westminster Bridge Road.

Concerns about impact on bus passengers

Bus journey times

Our analysis shows that the changes made to this scheme and the East-West Cycle Superhighway are likely to result in a range of journey time changes for buses. We will work to mitigate the remaining increases in bus journey times as much as possible. Please see our response to concerns about the impact on traffic at the start of this Appendix.

Bus stop bypasses

The need to overtake stationary buses at bus stops can be an uncomfortable and potentially risky manoeuvre for cyclists, especially where they must leave a bus lane or a nearside lane on busy roads to do so. This can be a significant disincentive to cycle.

There are a variety of techniques that designers can consider to mitigate this risk, the most attractive solution for cyclists being to provide a cycle track enabling them to by-pass the bus stop on the footway side. Where cycle provision is segregated from motor traffic (whether 1 or 2-way) a bus stop by-pass is the only realistic option because to return cyclists to the carriageway would be an unacceptable reduction in level of service and would usually be technically unviable for two-way tracks.

Bus stop bypasses are used across Europe and there are a number of examples in operation or planned across the UK, including in Brighton, Manchester and Cambridge, as well as in London. We introduced bus stop bypasses on the Cycle Superhighway 2 (CS2) extension between Bow and Stratford in autumn 2013. There have been no recorded collisions at these bypasses to date.

Between May and July 2014, we conducted research along the CS2 extension to find out road users' attitudes towards the bus stop bypasses that operate there. The survey

showed 89% support from cyclists and 70% support from bus passengers and pedestrians. The vast majority of cyclists on Stratford High Street use the bus stop bypasses when there is a bus at the stop (92%) and also when there is no bus (86%). The main concern for cyclists was sharing space with bus stop users, but there was evidence that cyclists and bus passengers are looking out for each other to help prevent incidents. 77% of cyclists said that they slowed down and are aware of pedestrians crossing to/from the bus stop, and a further 15% of cyclists stopped completely to allow pedestrians to cross. 91% of bus users waited for cyclists to pass before crossing.

Based on our research, off-street trials, the experience of other countries (International Cycling Best Practice Study) and our own experience to date, we consider bus stop bypasses to be a viable design option and we support their use on the North-South Cycle Superhighway. We will closely monitor bus stop bypasses following construction to ensure that they are operating as planned and so we can identify and address any issues that arise. We will also continue dialogue with other UK highway authorities who are implementing similar measures.

Operation of bus stop bypasses

Cyclists will be directed behind the bus stop on a cycle track. Bus passengers can access a waiting area by crossing the cycle track using a marked crossing point in order to indicate the likely presence of pedestrians to cyclists.

- **Crossing the cycle track.** Marked crossing points will be fully raised to footway height to provide a level crossing point for pedestrians and highlight the crossing location. Tactile paving will be provided to help visually-impaired people locate the crossing. Ramps will be provided on the cycle track with triangle markings and a contrasting colour or material used to help further highlight crossing locations. We are also in discussion with the Department for Transport (DfT) on potential options for a variation on a zebra crossing that is more suitable for cycle tracks (without zig-zags and flashing orange lights). These designs have been informed by our discussions with accessibility groups and off-street trials.
- **Potential for conflict between pedestrians and cyclists.** We have monitored bus stop bypasses on the CS2 extension between Bow roundabout and Stratford. Even when a bus was not at a stop, most cyclists used the bus stop bypass rather than moved into the traffic lane. Pedestrians and cyclists also looked for each other to stop incidents occurring. There have been no recorded collisions at the bypasses since they were implemented. We design bus stop bypasses to encourage considerate cycling (through measures such as raised crossing points) and to ensure good visibility (through measures such as appropriate positioning of bus infrastructure on the island).
- **Capacity in the bus waiting areas.** We are satisfied that the segregating island is wide enough to safely and comfortably accommodate passengers

More information on TfL's approach to bus stop bypasses is available in our [London Cycling Design Standards](#) (Chapter 4, pages 45-46). Further guidance on the design and implementation of bus stop bypasses is also included in our forthcoming [Accessible Bus Stop and Pedestrian Design Guidance](#).

Accessible bus stops

Under the 2010 Equality Act, Transport for London has a responsibility as a highway authority to provide a transport service that is accessible to everyone and make reasonable adjustments to remove barriers for disabled people. This applies to the street environment and to public transport services and covers disabled bus passengers, cyclists

and pedestrians. Any change to the street environment, including those intended to make streets safer and more attractive for cyclists, must take into account the accessibility needs of all users. To help boost accessibility to transport for all Londoners, TfL has committed to making 95% of all bus stops accessible by the end of 2016.

Concerns about impact on motorcycles and other powered two-wheelers

Journey times and congestion

Our analysis shows that the changes made to this scheme and the East-West Cycle Superhighway are likely to result in a range of journey time changes for buses and general traffic.

Lane widths

We have generally designed traffic lanes so they do not encourage unsafe overtaking by motorcyclists and cyclists. Most lanes are either wide enough for safe overtaking (over 3.9 metres) or narrow enough to be clear that overtaking is not safe (under 3.2 metres). This is in accordance with our London Cycling Design Standards. The exceptions to this are where the road bends and where the lane width is tapering around bus stops and loading facilities.

Motorcycle parking

We acknowledge that removing parking will inconvenience some motorcyclists. However, in order to provide safe, segregated space for cyclists, we need to reallocate road space along the route whilst keeping traffic moving and providing for loading and bus facilities. This has resulted in a reduction of 1m of motorcycle parking which is the equivalent of one motorcycle parking space. We are retaining the remaining 54 spaces.

Concerns about impacts on taxi operators and passengers

Traffic impact resulting in longer journeys and higher fares

Our analysis shows that the changes made to this scheme and the East-West Cycle Superhighway are likely to result in a range of journey time changes for buses and general traffic.

Boarding/alighting taxis

Along the North-South route, most of the segregation between the cycle track and road is provided in the form of a wide, accessible platform, from which passengers can hail and board/alight taxis. This can be accessed from the numerous signalised and unsignalised crossings of the cycle track along the footway.

Accessibility and taxi use of wheelchair ramps

Some respondents raised concerns over the ability for taxis to pick up and drop off passengers on the segregation island. In most places the segregation island will be wide enough to accommodate a ramp for wheelchair users and in places where it is not, taxis can use side roads to drop off or pick up. Numerous step-free crossing points will be provided between the segregating island and main footway.

Concerns taxi passenger safety could be compromised by crossing the cycle track

Numerous marked crossing points are provided along the route and all Cycle Superhighways undergo a rigorous multi-stage Road Safety Audit process which assesses the scheme both during design and after implementation.

Concerns over impact on taxi parking bays

There are a number of taxi parking bays (for rests and breaks) along the North-South route and we are increasing the total length of provision by 12m.

Concerns about impacts on pedestrians

This is our response to comments relating to the design across the whole route. Please see individual sections for our response to concerns relating to specific locations.

There would be a net increase of over 1799 square metres of pedestrian space (not including bus stop islands).

There are substantial improvements for pedestrians at various locations along the route, including:

- A wide dividing island between the road and the cycle lane on Blackfriars Road, moving motor traffic further from pedestrians
- New pedestrian crossings at six locations, including new pedestrian crossings on Stamford Street, Ludgate Circus and St George's Road
- Conversion of the existing crossings at Ludgate Circus from staggered to straight across to better serve the pedestrian demand, along with two new straight across pedestrian crossings on the east and west arms of the junction
- Six crossings would be shortened
- Six crossings are being converted from staggered (requiring pedestrians to wait in the middle of the road); to straight across to allow pedestrians to cross in a single movement
- Pedestrian countdown would be installed at 13 signalised crossings along the route
- Three crossings converted from a zebra to a signalised crossing along the route.

Collectively, these changes would offer significant safety improvements for pedestrians crossing at those points.

Changes to footways

In the main, we are accommodating the Superhighway by reallocating space from motor traffic. As outlined above, there would be a net increase of over 1799 square metres of pedestrian space along the route (not including bus stop islands).

However, in a small number of locations, we have had to narrow the existing footway. Whilst we regret the loss of footway space, it is necessary in order to make room for the cycle track whilst retaining enough space for other traffic. We have carefully reviewed the designs and are satisfied that enough space is retained for pedestrians (always at least 2 metres – the minimum standard required to allow two wheelchairs to pass each other). Please see our response to issues raised about specific sections of the route for more information.

Pedestrian wait times

When making changes to junctions, we assess the flows and demands of all road users and balance the signal timings accordingly. We have tried to limit increases to pedestrian wait times wherever possible. However, in some locations where we are introducing new cycle movements into the junction, some increases are unavoidable, although we have kept these as small as possible.

Design and layout of pedestrian crossings

Signalised crossings

Where there is a signalised pedestrian crossing over the carriageway, in most cases, we will also provide a signalised crossing over the cycle track to give pedestrians a consistent facility. The pedestrian crossings will be demand dependent, so cyclists will only be given a red light if a pedestrian is waiting to cross.

However, there are five locations whereby pedestrians have a signalised crossing across the carriageway but an unsignalised crossing over the cycle track. This is to minimise the number of times at which cyclists have to stop in quick succession and make the route as attractive as possible. Where pedestrians have a signalised crossing across the carriageway but unsignalised across the cycle track, a tactile tail has been provided on the pedestrian island to guide pedestrians to the push button.

TfL is trialling the use of equipment that senses when a waiting pedestrian crosses before being given a pedestrian green light. If the outcome of this trial is successful we will consider using the sensors on the cycle track crossings, so when a pedestrian has crossed in a gap, cyclists will not be held at a red light unnecessarily.

Unsignalised Crossings

Where the crossing is unsignalised across the track we have raised it to footway level and provided ramps and a colour differentiation as per bus stop bypasses. However, there are four locations whereby it has not been possible to fully raise the uncontrolled crossing point because of issues with gradient within the pedestrian refuge islands and the lack of a tapping rail kerb around the islands for visually impaired users. This is at the pedestrian crossings on St George's Road / Elliot's Row, Blackfriars Road / St George's Circus, Blackfriars Road / Meymott Street, and Farringdon Street/Stonecutter Street. At these locations dropped kerb crossing points have been provided with tactile blister paving.

Dropped kerbs will be provided at disabled bays, coach parking and loading facilities rather than signalised crossings, owing to their respective high number of crossing locations in quick succession and low expected usage. We are also in discussion with the Department for Transport (DfT) on potential options for a variation on a zebra crossing that is more suitable for cycle tracks (without zig-zags and flashing orange lights)

Number of pedestrian crossings

Some respondents requested that additional unsignalised pedestrian crossings were provided along the route, particularly along Blackfriars Road. We have tried to accommodate this where possible but because of the number of side roads there are limited locations where this is possible. However, we are proposing to locate an additional pedestrian refuge island at Ufford Street which will allow pedestrians to cross each lane of traffic separately with a space to wait in the middle.

We are still investigating the potential for additional refuge locations and will publish any further changes to the design on the website:

<https://consultations.tfl.gov.uk/cycling/northsouth>.

Staggered crossings

Some respondents requested that pedestrian crossings were made straight across rather than staggered to better serve the pedestrian desire line and allow pedestrians to cross the road in a single movement. We have thoroughly investigated and evaluated each

crossing; however, it is not always possible to provide straight across crossings without reducing the efficiency of the junctions and increasing waiting times for all road users, including pedestrians.

We have made a change to our proposals at Ludgate Circus and are now proposing the pedestrian crossing are made straight across rather than staggered, to better reflect the pedestrian desire lines and demands in this location.

Our response to concerns about specific pedestrian crossings is shown under the relevant section elsewhere in this Appendix.

Concerns about equalities impacts

How TfL fulfils its obligations under the Equality Act 2010

Transport for London is subject to the general public sector equality duty set out in section 149 of the Equality Act 2010, which requires it to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations by reference to people with protected characteristics. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. As part of its decision-making process on the proposals for Cycle Superhighways, Transport for London has had due regard to any impacts on those with protected characteristics and the need to ensure that their interests are taken into account.

In considering the design of our streets, we closely consider the needs of all users throughout the design process. On significant infrastructure projects, such as Cycle Superhighways, we:

- Complete Equality Impact Assessments (EqIA) at the outset of the project, to review potential impacts on equality target groups, including disabled people
- Carry out public consultations, including targeted engagement with specific users such as (amongst many others): Royal National Institute of Blind People, Guide Dogs for the Blind, Age Concern, Transport for All, and the National Autistic Society
- Carry out PERS surveys at potential problem locations. PERS - or 'Pedestrian Environment Review System' - is a walking audit tool used to assess the level of service and quality provided for pedestrians across a range of pedestrian environments, with specific consideration of mobility impaired users
- Ensure we comply with established guidance – such as the Design Manual for Roads and Bridges – which includes detailed requirements for disabled people.

Following scheme implementation we monitor infrastructure 'on the ground' to ensure we capture customer feedback. For example, video monitoring and customer surveys were recently completed on Cycle Superhighway Route 2 (CS2) to get feedback from all customers – including mobility and visually impaired users - regarding the new bus stop bypasses introduced on this route.

The EqIA for the North-South Cycle Superhighway shows positive impacts for disabled pedestrians, as the scheme involves a number of improvements to pedestrian facilities including enhanced crossing facilities, increased footway widths and new pedestrian crossings. Some negative impacts have been identified where footways are cut back, however, the minimum 2 metre standard for footway widths has been maintained.

Disabled parking bays are currently provided along the route. The scheme design retains these and provides additional bays, but relocates the bays which are on the side of the cycle track, to the segregation island. Disabled people will, therefore, need to cross the cycle track in order to access the footway. In order to mitigate this potential negative impact, a flush crossing point will be provided so that wheelchair users will not be required to negotiate a kerb upstand.

Disabled parking

The majority of disabled parking bays are currently shared with loading bays along the route. During the consultation there was mixed response on this. Some people wanted the bays to remain as dual use, others wanted loading and disabled parking bays to be separate. After an assessment of the provision we are proposing to make a number of the mixed use bays loading only to better reflect the demand in the area.

This has resulted in an overall increase of 27m of shared disabled and loading bays, 38m increase in loading only bays and a small 2m reduction in disabled only bay length. Blue badge holders who feel comfortable using the disabled bays in the segregation island, adjacent to the cycle track can do so but there are also alternative parking locations on borough roads. Dropped kerbs will also be provided adjacent to each disabled parking bay within the segregation island so that there is a flush crossing point across the cycle track.

Tactile paving

We will be using tactile paving on all crossings along the North-South route. On the TLRN, tactile paving will be designed according to Department for Transport (DfT) guidance on tactile paving. Where the route is on Borough highway, paving will be designed according to the relevant Borough guidance

Accessibility for cyclists with disabilities

The North-South Cycle Superhighway will be suitable for use by disabled cyclists using adapted bicycles, such as hand cycles and tricycles. The designs adhere as closely as possible to the principles set out in TfL's [London Cycling Design Standards](#) which suggests guidelines to ensure suitability for all cyclists. The North-South cycle route will be as wide as possible and a smooth riding surface will be provided, with the entire cycle route to be resurfaced. Following comments received in consultation, we are currently considering the use of smooth 'sinusoidal' profiles on raised crossing points. We will continue to consider the suggestions made by Wheels for Wellbeing and others as we finalise the designs.

Concerns regarding strategic rationale for proposals

Value for money of proposals

Some respondents questioned expenditure on this and other cycling schemes.

TfL has identified a range of positive and negative impacts that would result from delivering the Cycling Vision portfolio, of which the Cycle Superhighways (including the North-South Cycle Superhighway) is a central component. These include substantial benefits relating to transport capacity, safety, journey time and cost savings, health, the environment, public realm, and gains to businesses. These benefits were presented alongside traffic impacts and other identified disbenefits to the TfL's Board on 5 February 2014, when the Cycling Vision portfolio was discussed and approved. More information is available in the corresponding [TfL Board paper](#).

The costs and benefits of the North-South Cycle Superhighway proposals will be discussed at the TfL Board in February 2015, when a final decision on the scheme will be taken.

Health and economy

Increasing the level of cycling in London to the Mayor's target of 1.5 million journeys per day by 2026 is expected to generate over £183m of benefits per year as a result of reduced mortality (early death) alone. Reaching this target level would benefit London businesses by around £30m a year as a result of reduced absenteeism. A London School of Economics/British Cycling report in 2011 estimated that the cycling sector contributes around £2.9bn to the UK economy, equating to £230 per cyclist per year.

There is also a strong safety case for making these changes. Our collision data shows that there were 148 collisions involving injury to cyclists on the North-South route between June 2011 and June 2014, including one fatal collision. There was also a second fatal collision in October 2014.

Through use of segregation kerbs and by physically separating cyclists in space and time along links and at junctions, the proposed route would substantially reduce the interactions between cyclists and motor traffic and is planned to substantially reduce the existing numbers of collisions. International experience has shown that modern segregated cycle tracks are strongly associated with a substantial objective decrease in the number of cyclist injuries. This type of infrastructure is attractive to cyclists and generally leads to increased usage. The decrease in injury volume is, therefore, almost always set against a background of greatly increased usage, thus substantially improving the cyclist injury rate in these locations. For example, the decreased injury volumes and increase usage mean that overall injury rate of cycle tracks in Vancouver and Toronto is around one-tenth (11%) that of comparable roads without cycling facilities.

Transport

Cycling can help relieve pressure on the public transport system when implemented as part of an integrated transport strategy, for example, where capacity is limited (eg. some bus routes), or where additional capacity programmes would be extremely expensive (Underground, rail). In particular, the East-West and North-South routes can play a particularly important role in catering for significant numbers of commuters during the peak hours.

Cycle Superhighways can substantially increase overall capacity and flow rate on busier roads. Cycling is substantially more efficient at transporting individuals within the same road space than any other surface transport mode except buses, particularly as the average speeds by mode during peak travel times are similar.

Measuring benefits

Should TfL's Board decide to proceed with the scheme, specific monitoring and data gathering activities will be undertaken to establish whether the North-South route is delivering the expected benefits. This activity would include quantitative assessment of cycle and traffic flows and journey times, as well as casualty figures. Qualitative assessment of customer attitudes, behaviour change and satisfaction would also be undertaken.

The success of the Cycle Superhighway would be primarily reflected by a decrease in casualties and an increase in cycling trips along the routes. The existing target of all Cycle

Superhighway routes is to achieve a 400% increase from the 2001 baseline in the number of cycling trips in London by 2025.

Other measurable benefits include:

- Journey time reductions
- Journey time reliability
- Improved on route journey ambience (eg. ease of navigation)
- Health benefits
- Environmental benefits
- Modal shift from crowded public transport modes.

Concerns proposals would adversely impact businesses and the economy

Our analysis shows that the changes made to this scheme and the East-West Cycle Superhighway are likely to result in a range of journey time changes for buses and general traffic. As outlined above, we will continue our work with the freight industry and businesses to ensure deliveries across London can be made safely and efficiently, including aiding the re-timing and consolidation of deliveries.

Whilst some businesses and business groups expressed concerns about the proposals, a large number of businesses expressed support for the North-South Cycle Superhighway, noting the benefits that it would bring to its staff, customers and to London more generally.

The North-South route will enhance the attractiveness of the urban realm for walking and cycling which is likely to strengthen the economic vitality of commercial streets and is seen as an important means of sustaining London's competitiveness as a place to do business.

Request for economic impact assessment

TfL has not produced an economic impact assessment for the North-South route, as this assessment is usually only completed if a project requires planning permission.

Concerns about environmental effects of proposals

Environmental evaluation

An environmental evaluation has been completed for the North-South route incorporating independent advice on anticipated air quality and noise effects, based upon the initial traffic modelling results. The environmental evaluations follow TfL Surface Transport's Project Environmental Evaluation procedure, part of its Environmental Management System. Where applicable, the environmental evaluations are guided by the Department for Transport's Analysis Guidance (TAG) and Design Manual for Roads and Bridges (DMRB).

The North-South route is not expected to have a significant environmental impact on townscape, ecology, cultural heritage, water environment, or ground conditions. Based on a simple comparison of the total length of road links with significant impacts on noise, the scheme is expected to bring slightly more beneficial impacts than adverse impacts on the basis of length of road link.

Within the study area focussing on the cycle route and affected roads surrounding the route, emissions of nitrogen oxides and particulate matter are expected to decrease

marginally. Traffic would redistribute on the existing highway network because of the CS but it is not expected to result in an increase in emissions of local air pollutants. While there are some localised adverse impacts, a greater length of the road network is predicted to have significant beneficial impacts than significant adverse impacts. Many of the affected road links with increases or decreases in traffic are within the Air Quality Focus Areas. Total emissions within the affected Focus Areas are expected to decrease with the scheme.

Overall, having regard to both the adverse and beneficial impacts, the proposals have no significant effect on the environment.

More information on our evaluation of the environmental effects of the proposals is available as part of the [submission to the TfL Board meeting on 4 February 2015](#).

Planting and trees

Some respondents asked about trees and planting. We are not proposing to remove any trees along the route but are proposing to remove one planter at St George's Circus to facilitate our proposals. We are proposing to plant new trees and are undertaking feasibility assessments to determine where this is possible as there are often utilities running beneath the footway and carriageway which make this not viable.

Requests for more evidence of the need for the North-South Cycle Superhighway

The corridor covered by the proposed route combines an existing lack of facilities for cyclists with some of the highest cycle flows in Central London. The busiest areas of the route currently see a cyclist pass every 2 seconds in (peak hour, both directions) – 3,488 cyclists in the AM peak have been counted over Blackfriars Bridge which equates to around 50% of the traffic going over the bridge in the morning period.

The route connects with the proposed East-West Cycle Superhighway at Blackfriars junction, providing important connections to Tower Hill and the Royal Parks. The route passes through the London Borough of Southwark, the City of London, Islington and Camden passing key destinations such as Elephant & Castle, Blackfriars Bridge, Ludgate Circus, Farringdon Crossrail station and King's Cross.

Without the Cycle Superhighway network, of which the North-South route would be a significant part, the cycling network in London would effectively remain a network of low capacity 'B' roads with wildly variable infrastructure provision, unconnected and unsupported by high-quality, high-capacity cycle routes.

According to the 'Analysis of Cycling Potential' (Analysis of cycling potential by scheme, TfL Policy Analysis, October 2013) 4.3 million trips currently made by mechanised modes could be cycled. Over a quarter (26 per cent, over 1.1 million) of these potentially cyclable trips are in London's central sub-region. Moreover, nearly half (47 per cent) of all current cycling trips in Greater London have an origin and/or destination in the central sub-region, making this the region with the highest proportion of unrealised potential. The analysis of cyclable trips includes London residents only but in addition, the central sub-region attracts a high number of commuters and visitors from outside London who also either cycle or offer potential for increased cycle travel.

The proposed route plays a central role in realising the benefits of the Mayor's Vision for Cycling in London portfolio both geographically and also in terms of potential. Of the 1.1 million potentially cyclable trips in the central sub-region, 70 per cent of these could be made by people in market segments with the greatest propensity to cycle⁵. Therefore, there is a higher likelihood of actually achieving a mode shift to bike for these trips compared with other areas.

Bicycles currently account for 16 per cent of traffic across the Central London area, rising up to 24 per cent in the morning peak. Given the predicted population growth, the number of trips made by bike will also rise. Without providing infrastructure to specifically accommodate cyclists on the Transport for London Road Network and other main roads, this increase will have a negative impact on general traffic flow and bus journey times.

In order to convert potentially cyclable trips to actual trips, known barriers to cycling need to be overcome. The proposed route will provide an easy to navigate, high volume cycle route in Central London which will contribute towards overcoming most of the key barriers and tackle all three of the most important barriers to cycling faced by non-cyclists, therefore, improving the likelihood of converting the potentially cyclable trips to trips actually cycled.

Delivery schedule of Cycle Superhighway programme

Concerns the consultation period was too short

A public consultation was held on the proposals for over 9 weeks from 3 September to 9 November 2014. The original closing date was 19 October, but the deadline was extended owing to the large degree of interest generated by the proposals. A September start was chosen as schools had returned from the summer holiday, and the majority of people had settled back into their working routine. TfL also agreed to requests from some key stakeholders to submit responses after the 9 November closing date.

We also met a large number of stakeholders in the period between the announcement of the proposed route in March 2013 and the public consultation in September 2014. These included local authorities, businesses and road user groups.

The consultation was publicised widely, with over 2 million emails sent, 230,000 leaflets delivered and extensive press coverage and marketing support. Please see Chapter 2 of this report for further details of the consultation process and the stakeholders we met throughout the development of the scheme to date.

Requests for North-South Cycle Superhighway to be delivered as quickly as possible

TfL needs to balance views that cycle safety improvements should be delivered as quickly as possible, with the need to deliver the routes at a pace acceptable to London's residents and businesses. We are currently finalising our construction plans which, subject to TfL Board approval, would enable us to start work in spring 2015. Works across multiple construction sites - including construction led by other utility companies and private developers - will be coordinated in order to minimise traffic disruption as far as possible. Disruption to major events – such as the Lord Mayor's Show – will be avoided.

⁵ Analysis of cycling potential by scheme, TfL Policy Analysis, October 2013

Suggestions the Cycle Superhighway programme should be introduced in stages; concerns that construction will be disruptive

Some stakeholders suggested that the Cycle Superhighways consulted on in 2014 (CS2U, CS5, East-West and North-South) should be constructed in stages to reduce the impact of construction and allow lessons to be learned from routes as they are implemented.

TfL is committed to building as much of the core central London cycling network in 2015/16 as is possible. This will maximise the potential for modal shift and provide connections that are as safe as possible between the routes themselves and key destinations.

We have already learned lessons from the implementation of the substantially segregated Cycle Superhighway between Bow and Stratford and these lessons have helped inform our designs and construction plans for future routes.

Having considered responses received in consultation TfL intends to recommend to its Board that the North-South Cycle Superhighway between Elephant & Castle and King's Cross be progressed to construction. TfL is continuing to explore options for the route north of Stonecutter Street taking into account the presence of developments such as Crossrail on this section of the route and will consult on the details in the near future. The developments will not hold-up construction of the route between Elephant & Castle and Stonecutter Street although with some changes to the proposals consulted on in September 2014. TfL will recommend for its Board to grant approval for TfL Officers to take the final decisions on the short section of route north of Stonecutter Street.

Construction will cause some disruption, although we will work to minimise the impact as much as possible. We will keep those customers and road users potentially impacted by the construction activity informed of our plans and progress, including writing to local residents and businesses before undertaking work in their area. We will provide road traffic information to help them better plan their journeys and make informed choices about how, where and when they travel and help to reduce the possible impact to their journeys.

Co-ordination with other construction projects

We are collaborating with a number of third party developers and projects to ensure that construction works are fully coordinated, and that travel disruption is kept to a minimum as far as possible. For example, we meet frequently with developers such as Thames Tideway Tunnels Ltd to develop mutually compatible construction programmes, and explore opportunities for 'piggy backing' temporary road closures to avoid multiple traffic diversions.

Comments on the route alignment

Suggestions for alternative routes: London Road

Some respondents asked why the North-South route doesn't use London Road rather than St George's Road and Lambeth Road. We recognise that London Road is a more direct route for cyclists between Elephant & Castle and St George's Circus, however, because of width constraints on London Road, it is not possible to provide a segregated cycle track along here. London Road is a very busy bus corridor with 223 buses in the morning peak hour. To provide good quality segregation on London Road would require removing either two general traffic lanes or two bus lanes.

Removal of bus lanes would significantly impact bus journey times. The removal of general traffic lanes would require need an additional junction. This would require a new design and prevent delivery of the Elephant & Castle scheme by 2016.

The alignment along St George's Road and Lambeth Road is 245m longer but equates to only an additional 15 seconds northbound and 2 seconds southbound. St George's Road/Lambeth Road will also be a much more pleasant environment to cycle in because of the urban realm improvements proposed and a new pedestrian crossing. In addition, the St George's Road alignment benefits the many cyclists that pass through the Lambeth Road/St George's Road junction who would otherwise not be catered for.

We are proposing to make some further improvements to London Road as part of a separate scheme which is due to be consulted upon in 2015. We will ensure that these proposals tie in with both the North-South and Elephant & Castle roundabout schemes.

Suggestions for other alternative routes

During the feasibility stage, other route options were considered for the alignment of the North-South Cycle Superhighway:

Southern section (from Elephant & Castle to Blackfriars Bridge):

- Option S1 via St Georges Road/Lambeth Road on TLRN
- Option S2 via Keyworth Street.

Northern section (from Blackfriars Bridge to Kings Cross):

- Option N1 via Farringdon Road
- Option N2 via Grays Inn Road
- Option N3 via Saffron Hill.

The options were considered against the TfL Surface Transport Outcomes and Cycle Superhighways programme objectives, including consideration of deliverability risks. Key stakeholders in the affected areas were informally consulted during this process to help inform the choice, including City of London, London Borough of Camden, London Borough of Islington and London Borough of Southwark, where the routes included sections on borough highway.

Data from the TfL 'Cycle Census' was analysed to help identify cyclist desire lines along the route and key collision data was overlaid to target areas for improved cycling infrastructure. The potential wider traffic impacts were also considered, with assumptions made about traffic lane removal and junction capacity along each route ahead of detailed traffic modelling at concept design stage.

Options S1 and N3 were recommended to be taken forward to concept design stage. The recommendations were largely driven by:

Southern section – S2

- Preference from the London Borough of Southwark for a S2 route rather than a S3 route, with an overall preference for S1
- Cyclist movement could not be run in conjunction with the dominant traffic flow at Keyworth Street therefore an extra traffic stage would be needed. This would reduce the amount of green time given to cyclists and reduce the attractiveness of the facility for commuter cyclists

- St George's Road offered segregated 2-way cycle provision and connected into plans for Elephant & Castle northern roundabout
- The S1 route had potentially higher impacts on bus services than the S2 route.

Northern section – N3

- N3 was judged to provide better connectivity to the Central London Grid and Quietway routes to King's Cross
- Insufficient width on N1 to provide consistent cycle facilities and segregation north of Farringdon station, also a high demand for kerbside activity
- Insufficient width on N2 to provide consistent cycle facilities and segregation. Providing connectivity between Gray's Inn Road and the southern section of North-South was also extremely challenging because of carriageway widths and traffic volume
- N2 would also prohibit all motor traffic except buses between 7am-7pm. This would have a significant impact on local traders because of the high kerbside activity. It would also impact residents and taxis. The difficulty for cyclists accessing the route would also remain.

Comments on the design

Segregation

In the Mayor's Vision for Cycling in London, the Mayor outlined his intention to increase the use of segregation in order to deliver safe and attractive cycle routes. TfL's London Cycling Design Standards also highlights the case for physical separation on street types such as the roads on the route alignment. The North-South route has been designed in accordance with the principles of both documents.

Safety

We consider that the type of full segregation provided on the North-South route is appropriate and necessary considering the characteristics of the roads used. Physically separating cyclists from motorists would address one of the main barriers to cycling by removing the fear of interaction with traffic.

There are also safety issues around providing a two-way cycle track on one side of the road that is not segregated from motor traffic. Cyclists next to the traffic lane would have no protection from often large and fast-moving motor vehicles heading in the opposite direction. If a motorist was to overrun a painted line, it would come into direct conflict with an oncoming cyclist. The kerbed segregation acts as a barrier between the cyclist and traffic, significantly reducing any conflict.

There is a strong safety case for the use of segregation on this route. Our collision data shows that there were 148 collisions involving injury to cyclists on the North-South route between June 2011 and June 2014, including one fatal collision. There was also a second fatal collision in October 2014. Through use of physical segregation and allocation of time at junctions, the proposed route aims to substantially reduce the interactions between cyclists and motor traffic and so substantially reduce the existing numbers of collisions.

International experience has shown that modern segregated cycle tracks are strongly associated with a substantial objective decrease in the number of cyclist injuries. This type of infrastructure is attractive to cyclists and generally leads to increased usage. The decrease in injury volume is therefore almost always set against a background of greatly increased usage, thus substantially improving the cyclist injury rate in these locations. For example, the decreased injury volumes and increase usage mean that overall injury rate of

cycle tracks in Vancouver and Toronto is around one-tenth (11%) that of comparable roads without cycling facilities.

Encouraging new cyclists

The proposals are also designed to provide a cycling environment that is welcoming to people who do not currently cycle, as well as making existing cyclists safer. Women, children and the elderly are currently under-represented among those who cycle in London because they are often discouraged from cycling by the need to ride in close proximity to fast-moving motor traffic and heavy goods vehicles. There is strong evidence that providing segregated cycling facilities on key roads will give a wider demographic the choice to cycle these routes.

Safety, or the perception of safety, is often the main reason both would-be and existing cyclists, give about why they do not cycle, or do not cycle more⁶. The segregated nature of the majority of the proposed route – with separation from other road users in time and space on both links and at junctions – breaks down these significant barriers: the perception that cycling is unsafe and that there is a lack of specific infrastructure for cyclists.

Functional segregation

Segregation is also used on the North-South route to provide a functional space for other street activity such as parking, loading, bus stops and cycle parking.

Concern at impact on kerbside access

We are reviewing the designs to ensure adequate loading facilities are provided for local businesses. Any changes to the layout of parking and loading provision will be subject to further local consultation.

Cyclist access to side roads

We have ensured there are gaps within the segregation island to allow cyclists to exit the track to access side roads. We have looked at cycle demand to ensure that these are large enough to accommodate expected flows.

Requests for semi-segregation or mandatory cycle lanes

During design development, a number of stakeholders queried whether lighter infrastructure – for example, mandatory cycle lanes – would alleviate impacts on traffic. In the majority of cases a similar reduction in capacity would be required for dedicated mandatory cycle lanes (which comprise only coloured surfacing and lines) as for segregated infrastructure, with the latter offering substantially greater benefits, particularly for the “near market” (those with high potential to start cycling, but do not yet do so). Data recently collected from the fully segregated CS2 between Bow and Stratford showed 95 per cent of cyclists in the PM peak used the segregated facilities.

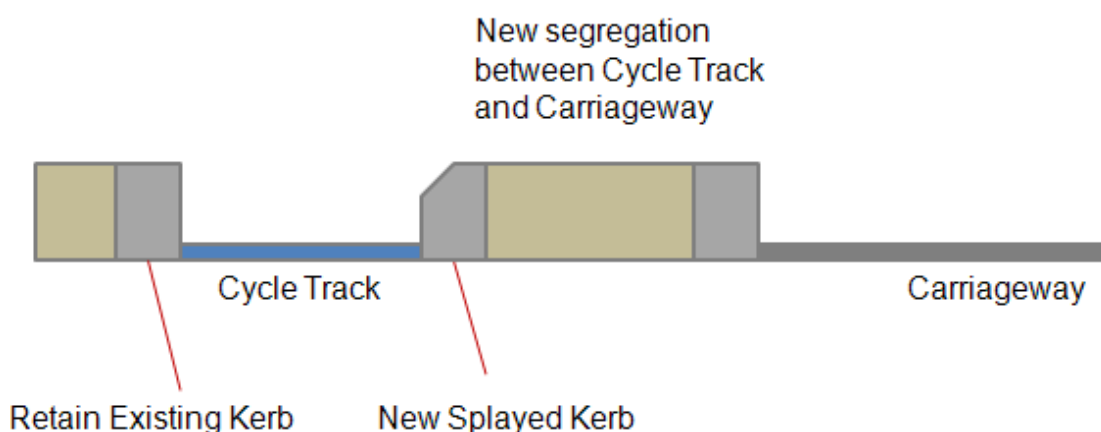
As outlined above, we believe full segregation is the most appropriate way of ensuring cycle safety and encouraging new cyclists on this route given the nature of the roads it would serve. Semi-segregation would provide less physical protection and would increase the chances of the route being blocked by parked vehicles.

⁶ Identified through various research including annual Attitudes to Cycling surveys; Cycling in London (2008) and Cycling behavioural survey (2010)

Angled kerbs

Where the cycle track is at carriageway level we will use angled/splayed kerbs wherever we are laying new kerbs - generally on one side of the track - thereby providing additional effective width for cyclists. We will also install angled kerbs at some existing kerblines – for instance where the cycle track width is constrained.

Angled kerbs (see diagram below) provide a sloped rather than a perpendicular edge between the cycle track and footway or segregating island. This enables cyclists to safely cycle closer to the kerb edge, maximising the effective width of the cycle track.



Requests for peak-only cycle lanes

As outlined above, we believe segregation is the most appropriate way of ensuring cycle safety and encouraging new cyclists on this route. Peak-only cycle lanes would not be possible on a segregated route.

Furthermore, the possibility of sharing the route with motorists at certain times could deter potential cyclists, as well as detracting from TfL and the Mayor's aim of making cycling a normal part of everyday life, undertaken by a broad range of people at different times of the day.

We are satisfied the proposals strike an appropriate balance between the needs of cyclists and other road users.

Width of cycle track

We have generally designed the two-way cycle track to be 4 metres wide to allow space for cyclists to overtake one another in each direction (riding 4 abreast in total). This will allow the track to accommodate different speeds of cyclists. The nature of the two-way track also offers a degree of flexibility in allowing cyclists to use the other side of the track to overtake when there are no oncoming cyclists.

One-way tracks are generally 2 metres wide, which also provides enough space for cyclists to overtake one another.

As outlined above, we will use angled kerbs wherever we are laying new kerblines - generally on one side of the track - thereby providing additional effective width for cyclists.

Two-way cycling

Two-way cycle tracks operate successfully elsewhere in London (including on Cycle Superhighway Route 3), the UK and worldwide. They have been chosen for the North-South Cycle Superhighway for the following reasons.

Use of space

Introducing a two-way track on one side of the road allows for a more efficient use of space compared to introducing two single direction cycle tracks on either side of the road. If two one-way tracks were introduced on either side of the road, these would require twice the amount of segregation and would result in additional reduction in road space or footway.

The two-way track also provides space for a wide segregating island on parts of the route, which allows us to incorporate kerbside activity such as parking and loading (including cycle parking).

Less impact on kerbside and side roads

A two-way track means we often only need to affect kerbside access on one side of the road. As above, it also gives space for a wider segregating island on which kerbside activity can take place.

Operation of junctions

It is more efficient to manage cycle movements through junctions with a two-way cycle track. The two-way track contains cyclists in one area, making it easier to hold turning traffic back. Cyclists will run with ahead traffic which will increase the green light time for cyclists, as the ahead traffic is generally the larger flow.

Flexibility to accommodate 'tidal' flows of cyclists

Cyclist flows can be tidal - in peak hours, there is often a dominant movement either entering or leaving central London. Cyclists going in the 'peak' direction would have more available space compared to if a one-way track was used. A two-way track allows cyclists to overtake, which is important when providing for different types of cyclists (i.e. the faster commuter and the slower tourist cyclists).

The cycle track will be of sufficient width to allow for two cyclists to comfortably use the two-way facility.

Risk of 'dooring' where cycle track passes parking and loading provision

Where we have proposed parking and loading bays within the segregation island, we have ensured that there is at least 1.2m buffer space to allow car doors to open without overhanging the cycle track.

Pedestrian crossings surface colour

The North-South Cycle Superhighway between Blackfriars Bridge and Stonecutter Street will generally be surfaced with the same black asphalt used for the general carriageway. This will provide a high quality surface for cycling in keeping with the existing colour palate of the surrounding area. However, subject to further investigation and approval, we are proposing to use a buff/light grey coloured surface for the cycle track between Elephant & Castle and Blackfriars Bridge for aesthetic purposes and to tie in with the urban realm improvements we are proposing along this section of the route. This will complement the footway material and will be texturally different so as to be detected by visually impaired

users. The coloured surface will also be used on top of the raised entry treatments on side roads to highlight to drivers that they are entering a new environment.

Pedestrian crossings surface smoothness

Asphalt will provide a smooth surface for cyclists. We are also resurfacing the cycle track, as well as some sections of the whole carriageway. Following comments received in consultation, we are currently considering the use of smooth 'sinusoidal' profiles on raised crossing points. We will continue to consider the suggestions made by Wheels for Wellbeing and others as we finalise the designs.

Pedestrian crossings surface skid resistance

All surface materials used on the routes will meet the appropriate standards for skid resistance. High Friction Surfacing will be used at all high risk sites – for example, approaches to pedestrian crossings, roundabouts and major junctions.

Early release for cyclists

Early release signals enable cyclists who are waiting at the same red signal as general traffic to receive their own green pre-signal to allow them to proceed across the junction ahead of other traffic. This arrangement requires cycle specific signals and these are subject to Department for Transport (DfT) approval. However, we are considering these on a number of junctions on the North-South Cycle Superhighway.

Cycle 'early-start' signals

The design of cycle early-start signals allows cyclists to wait ahead of other traffic before proceeding through the junction before motorists are given a green light. This arrangement is different to early release signals as cyclists have a cycle feeder lane with a dedicated light which holds cyclists at red when other traffic is moving through the junction, thereby significantly reducing the potential for conflict with turning vehicles. Monitoring of 'early-start' signals at Bow roundabout has shown them to be effective at addressing the left turn conflict that they were designed to address.

Cyclists will be allowed enough time to move away from the signals before other traffic is given a green light. The exact amount of time given will depend on the specific circumstances of each junction and can be altered by TfL to ensure safe and effective operation.

All feeder lanes into early-start junctions are at least 1.5 metres wide, with the majority wider than this. This makes them suitable for the majority of non-standard bikes such as trikes and cargo bikes. We will use angled kerbs to increase the effective width of cycle lanes.

Requests for alternative junction designs to 'early-start' facilities

We are satisfied that the cycle early start provides the most appropriate solution to separating cycle and traffic movements at the locations where they are planned on the North-South route. Cyclists are able to fill the large waiting areas ahead of other traffic, allowing them to clear the junction more quickly than if they were queuing in a single file signalised cycle track.

Requests for wider use of 'hold-the-left' junctions

Each junction is designed according to its relative traffic movements and flows. On the North-South Cycle Superhighway we have proposed a 'hold-the-left' arrangement on the northern and southern arms of all signalised junctions as turning traffic is held back whilst

cyclists progress through the junction. On the side arms of the junction, we are considering providing early release signals for cyclists, subject to Department for Transport (DfT) approval, to allow them to progress ahead of traffic. This is with the exception of Lambeth Road as the cycle track is on the northern side of the road so there is no left turn conflict for the cycle track, thus a 'hold-the-left' junction is not required. 'Hold-the-left' junctions are also being proposed on Cycle Superhighway 2 Upgrade.

Requests for 'simultaneous green'

Some respondents requested 'simultaneous green' signalised junctions, where cyclists are given a dedicated green signal to move in all directions across the junction whilst other traffic is held at red. This design is not permitted by Department for Transport (DfT) regulations. TfL would also have concerns about the traffic impacts of such junctions and therefore, they are not planned for introduction on the North-South Cycle Superhighway.

Requests for 20mph speed limits on Blackfriars Road

We are currently trialling 20 mph limits along two routes in the City of London on the Transport for London Road Network (including Blackfriars Bridge and London Bridge). These trials will help identify other parts of our network where speed limits could be changed in the future as we continue to support the Mayor's aim to grow cycling and reduce casualties while keeping London moving.

Side of road chosen for bi-directional track

The western side of the road has been chosen for the bidirectional track as it links in better with the proposals at St George's Circus, Blackfriars Junction and Greville St/Ray Street. It also picks up the high cycle flows on The Cut, Upper Ground, Tudor Street, St Brides Street and Stonecutter Street.

Wide segregation island

Along the majority of North-South there is enough space to provide a 3-5m deep segregation island between the cycle track and the general traffic lanes. This segregation strip is proposed to be used for bus stop bypasses, loading and disabled parking bays and cycle parking. It is also wide enough for a car or small van to give way to the cycle track before crossing it, reducing the chance of vehicles overhanging the track. Similarly, when vehicles emerge from side roads they will give way to the cycle track and then give way separately to the general traffic lanes without over hanging the track. It is accepted that larger vehicles are likely to overhang the track when turning into side roads, however, traffic flows here are low and so this is unlikely to be a regular occurrence. Furthermore, as the track is 4m wide, there will be enough space for cyclists to bypass the vehicles. An additional benefit of the wide segregation island is that vehicles can square up to the cycle track before crossing it, maximising visibility and cycle safety.

Appendix C – response to issues commonly raised - issues relating to individual sections of the route

Section 1a – St George’s Road

Following concerns raised in consultation we have made changes to the design of this section of the North-South Cycle Superhighway. These include:

- Additional cycle logos at the Elliott’s Row junction to highlight to drivers the presence of cyclists
- New Advanced Stop Line at Garden Row.

Apart from the above changes, we will be recommending to TfL’s Board that this section of the North-South Cycle Superhighway proceeds to construction as set out in the consultation material. Proposals relating to London Borough of Southwark highway will also be subject to formal borough approval.

This chapter sets out our response to issues commonly raised in consultation relating to Section 1a of the proposals. Please see the first part of this Appendix for our response to issues relating to the overall proposals.

Concerns proposals would increase general congestion and journey times

TfL acknowledges the concerns that some organisations and individuals have expressed regarding the potential traffic impacts of the proposals. We have made changes to our proposals, as outlined above and in Chapter 4 of this report. Our analysis shows that the changes made to this scheme and the East-West Cycle Superhighway are likely to result in a range of journey time changes for buses and general traffic.

We understand that some people will remain concerned about the potential traffic impacts of this scheme, despite the changes described above. However, we are satisfied that the impact on traffic is reasonable when balanced against the substantial safety improvements the North-South Cycle Superhighway would mean for thousands of existing cyclists and the likely growth in cycling along this route, including people who would cycle if they felt it to be safer.

Track treatment at side roads

Some respondents questioned how the cycle track will operate at side roads. The entrance to side roads adjacent to the cycle track will be raised up to footway level to provide a flush crossing point for pedestrians. This will indicate to drivers that they are entering a different environment and will act to slow them down as they approach the cycle track. Vehicles will be required to give way to cyclists before crossing the track and give way again to other vehicles before turning into the carriageway.

There is not enough width to provide a wide enough segregated island that would allow all vehicles to wait within it without obstructing either cyclists or vehicles. However, the segregation is 4m wide in most instances which would permit a small car to wait without obstructing other users. Traffic counts indicate that the majority of side roads have small vehicles turning into them so this shouldn’t cause many issues. Furthermore, the cycle track is 4m wide, therefore, there is enough room for cyclists to pass should a vehicle overhang the cycle track.

Some respondents requested that directional arrows be placed between the cycle track and the carriageway within the segregation island, however, there is not enough room for this. There will be signage on the approach to the junction indicating that vehicles will have to cross a two-way cycle track before entering the carriageway which is one way in this section.

Pedestrian crossings

Some respondents requested that the staggered crossing at Elliott's Row should be made straight across.

The pedestrian crossing across the cycle track at Elliott's Row is proposed to be unsignalised to reflect the relative flows of cyclists and pedestrians here. We are, however, making a change by introducing a colour contrast at the crossing point to make it easier for visually impaired users to locate the crossing and to highlight to cyclists that pedestrians may be crossing. We are also proposing to introduce a 'tactile tail' in the central island to give more information to visually impaired users and to direct them to the push button.

Connection with Elephant & Castle scheme

We have worked closely to ensure that the North-South Cycle Superhighway proposals link in with the proposals for Elephant & Castle northern roundabout. Cyclists will be directed along St George's Road from the roundabout in order to continue along the Cycle Superhighway.

Connectivity with Cycle Superhighway 7

The North-South route connects with Cycle Superhighway 7 at Elliot's Row/Princess Street junction. We have assessed the expected cycle flows at this junction and designed it appropriately to ensure there is enough space for cyclists. There will be wayfinding signage to clearly direct cyclists onto the North-South route from Cycle Superhighway 7 and vice versa and we have now proposed cycle logos through the junction to alert motorists from Elliott's Row that cyclists will be continuing ahead into the segregated track.

There was concern about the number of times cyclists may be required to stop at the Princess Street and Elliott's Row junction. Princess Street is a give-way junction so cyclists may need to give way to cyclists here. The pedestrian crossing on St George's Road is unsignalised across the cycle track but has a raised crossing point. We have made the pedestrian crossing unsignalised to balance the demand at this junction. Cyclists will have priority here. In total there will be one give-way delay point and one signal delay point between Princess Street and Elliot's Row southbound which is the same as existing. Northbound there is only one signal delay point and the existing give-way delay point has been removed.

Treatment of Garden Row

We have now proposed a 5m Advanced Stop Line on Garden Row to allow cyclists to get ahead of traffic and become more visible.

Planting

Some respondents requested planting was introduced on the central segregation island. We are not proposing this as it contradicts the urban design principles and objectives of the scheme which we have developed with London Borough of Southwark and other key stakeholders. Furthermore, we have concerns over how these planters would be safely maintained without shutting both the cycle lane and the adjacent traffic lane. However, we

are hoping to plant additional trees subject to further investigations and location of underground utilities.

Section 1b – St George’s Road

Following concerns raised in consultation we have made changes to the design of this section of the North-South Cycle Superhighway. These include:

- New ‘keep clear’ markings where cyclists emerge onto Lambeth Road
- The pedestrian crossing across the cycle track will be raised to footway level with tactile paving, ramps and a colour contrast
- Relocation of new pedestrian crossing closer to Lambeth Road junction and a change to make it signalised across both the carriageway and cycle track.

Apart from the above changes, we will be recommending to TfL’s Board that this section of the North-South Cycle Superhighway proceeds to construction as set out in the consultation material. Proposals relating to London Borough of Southwark highway will also be subject to formal borough approval.

This chapter sets out our response to issues commonly raised in consultation relating to Section 1b of the proposals. Please see the first part of this Appendix for our response to issues relating to the overall proposals.

Concerns about pedestrian conflict at the Lambeth Road/St George’s Road junction

The cycle track turns into Lambeth Road from St George’s Road at the St George’s Catholic Cathedral. The cycle track passes through the footway in order to bypass the signals at the junction. The crossing point across the track will be at footway level with tactile paving, ramps and a colour contrast. We have made a change to how cyclists emerge onto Lambeth Road by placing ‘keep clear’ markings at this location so that cyclists will be clearly visible to motorists. We have ensured that there is enough space for a bus to wait at the stop line without blocking back across the markings.

Use of early-start signals

We have proposed an ‘early-start’ facility for cyclists on the eastbound approach to the junction. The majority of vehicles turn left here to proceed northbound on St George’s Road and so the early-start facility will enable cyclists continuing along Lambeth Road to position themselves ahead of traffic.

The design of cycle early-start signals allows cyclists to wait ahead of other traffic before proceeding through the junction before motorists are given a green light. A dedicated light in the cycle feeder lane holds cyclists at red when other traffic is moving through the junction, thereby significantly reducing the potential for conflict with turning vehicles. Monitoring of ‘early-start’ signals at Bow roundabout has shown them to be effective at addressing the left turn conflict that they were designed to address.

Some respondents requested we consider a ‘hold-the-left’ junction here but we are satisfied that the cycle early-start provides the most appropriate solution to separating cycle and traffic movements at this location. Cyclists are able to fill the large waiting area ahead of other traffic, allowing them to clear the junction more quickly than if they were queuing in a single file signalised cycle track.

Concerns proposals would increase general congestion and journey times

TfL acknowledges the concerns that some organisations and individuals have expressed regarding the potential traffic impacts of the proposals. We have made changes to our proposals, as outlined above and in Chapter 4 of this report. Our analysis shows that the changes made to this scheme and the East-West Cycle Superhighway are likely to result in a range of journey time changes for buses and general traffic.

We understand that some people will remain concerned about the potential traffic impacts of this scheme, despite the changes described above. However, we are satisfied that the impact on traffic is reasonable when balanced against the substantial safety improvements the North-South Cycle Superhighway would mean for thousands of existing cyclists and the likely growth in cycling along this route, including people who would cycle if they felt it to be safer.

New pedestrian crossing at Geraldine Street

Following feedback from stakeholders, we have relocated the new pedestrian crossing closer to the Lambeth Road junction to better reflect the desire line of those who would use it. This will also give better access to the Geraldine Mary Harmsworth Park and the bus stops on the western side of St George's Road as well as the Imperial War Museum and the other schools in the area. We are proposing to make this crossing straight across and signalised across both the carriageway and the cycle track.

Track treatment at side roads

Some respondents questioned how the cycle track will operate at side roads. The entrance to side roads adjacent to the cycle track will be raised up to footway level to provide a flush crossing point for pedestrians. This will indicate to drivers that they are entering a different environment and will act to slow them down as they approach the cycle track. Vehicles will be required to give way to cyclists before crossing the track and give way again to other vehicles before turning into the carriageway.

There is not enough width to provide a wide enough segregated island that would allow all vehicles to wait within it without obstructing either cyclists or vehicles. However, the segregation is 4m wide in most instances which would permit a small car to wait without obstructing other users. Traffic counts indicate that the majority of side roads have small vehicles turning into them so this shouldn't cause many issues. Furthermore, the cycle track is 4m wide, therefore, there is enough room for cyclists to pass should a vehicle overhang the cycle track.

Segregation of Lambeth Road

We have not proposed segregation along Lambeth Road as vehicle flows are very light. We are, however, proposing cycle logos to alert vehicles of the presence of cyclists and to give some wayfinding information to cyclists on the route.

Section 2a – Westminster Bridge Road

Following concerns raised in consultation we have made changes to the design of this section of the North-South Cycle Superhighway. These include:

- Making the bus/cycle signals 24 hours
- Additional changes to parking and yellow lining on Dodson Street which will be consulted on separately by London Borough of Southwark.

Apart from the above changes, we will be recommending to TfL's Board that this section of the North-South Cycle Superhighway proceeds to construction as set out in the consultation material. Proposals relating to London Borough of Southwark highway will also be subject to formal borough approval.

This chapter sets out our response to issues commonly raised in consultation relating to Section 2a of the proposals. Please see the first part of this Appendix for our response to issues relating to the overall proposals.

Confusion over proposals for Westminster Bridge Road

Some respondents were unclear on the proposals for Westminster Bridge Road. The changes here are in order to facilitate the changes to St George's Circus and it is not part of the North-South route. Cyclists can still use Westminster Bridge Road to access St George's Circus from the west but there will not be a segregated cycle track along this road.

Requests for segregated cycle lanes on Westminster Bridge Road

Changes on Westminster Bridge Road are proposed to facilitate changes at St George's Circus. There is not enough room on Westminster Bridge Road to provide segregated facilities for cyclists as we need to maintain the bus lane and provide two general traffic lanes because of the number of vehicles using Westminster Bridge Road. However, we have proposed a cycle and bus signal at the junction with Dodson Street to allow cyclists to proceed ahead of traffic into Waterloo Road or into the advanced waiting area on Westminster Bridge Road without the potential for traffic turning across them.

Concerns proposals would increase general congestion and journey times

TfL acknowledges the concerns that some organisations and individuals have expressed regarding the potential traffic impacts of the proposals. We have made changes to our proposals, as outlined above and in Chapter 4 of this report. Our analysis shows that the changes made to this scheme and the East-West Cycle Superhighway are likely to result in a range of journey time changes for buses and general traffic.

We understand that some people will remain concerned about the potential traffic impacts of this scheme, despite the changes described above. However, we are satisfied that the impact on traffic is reasonable when balanced against the substantial safety improvements the North-South Cycle Superhighway would mean for thousands of existing cyclists and the likely growth in cycling along this route, including people who would cycle if they felt it to be safer.

Changes to Dodson and Gerridge Streets

Some respondents had concerns over the footway widening at Dodson Street and Gerridge Street for turning vehicles. We have tracked large vehicles around the corners and confirm that they can make these turns.

Changes to parking on Dodson Street

We are proposing to make additional changes to parking bays and yellow lining on Dodson Street to make it better for two-way working at the western end. These changes will be consulted on separately by the London Borough of Southwark.

New tour bus stand

Some respondents raised concerns over the new tour bus stand. This new stand is for the use of a tour bus service with a London Service Permit. Respondents also asked whether

the tour bus stand could be swapped with the TfL bus stop, however, this is not possible because of the bus stop proximity to the popular Imperial War Museum.

Waterloo Road/Westminster Bridge Road junction

We are proposing to bring the stop line for buses turning right into Waterloo Road from St George's Circus further west. This is to make it clearer to pedestrians waiting to cross that there may be buses approaching from the south. Furthermore, we are proposing a new signalised pedestrian crossing at the junction of Westminster Bridge Road and St George's Circus to give pedestrians more than one location to cross.

Bus/cycle signals

We are now proposing to make the new cycle and bus signal on Westminster Bridge Road 24 hours (rather than just peak hours) to reduce any potential conflict for cyclists travelling along the bus lane and left turning traffic into Dodson Street. The bus lane will be accessible to taxis.

Section 2b – St George's Circus

Following concerns raised in consultation we have made a change to the design of this section of the North-South Cycle Superhighway to change the location of two-stage left turn for southbound cyclists exiting the track.

Apart from the above change we will be recommending to TfL's Board that this section of the North-South Cycle Superhighway proceeds to construction as set out in the consultation material. Proposals relating to London Borough of Southwark highway will also be subject to formal borough approval.

This chapter sets out our response to issues commonly raised in consultation relating to Section 2b of the proposals. Please see the first part of this Appendix for our response to issues relating to the overall proposals.

Concerns about entry/exit from non-routed arms

The North-South route will be on the western side of St George's Circus from Lambeth Road to Blackfriars Road, however, we recognise that cyclists not using the route will be entering and exiting the junction from other arms. Cyclists coming from Westminster Bridge Road wanting to access Borough Road or London Road can use the bus and cycle signal to get ahead of traffic and continue through the junction with general traffic to these roads. We have added in some lane markings within the junction to guide cyclists and traffic through.

Cyclists coming from London Road and Borough Road wanting to access the track can turn into it from the carriageway at Lambeth Road. Southbound cyclists on the route will be required to give way to them. Cycle flows are very tidal so we do not anticipate this causing any issues.

Pedestrian crossings

The proposals at St George's Circus include changing all the zebra crossings to signalised crossings except the zebra crossing across the lightly trafficked Lambeth Road. We have assessed each crossing to determine if they can be made straight across but because of how the junction operates, it is not possible to do this. St George's Circus is an important junction in the network and thus provision has been made to run it efficiently. Providing straight across crossings would mean either banning several turns or introducing an all-red

phase for traffic which would impact all modes with increased queuing, a higher cycle time and pedestrian wait times as well as less green for cyclists.

Concerns proposals would increase general congestion and journey times

TfL acknowledges the concerns that some organisations and individuals have expressed regarding the potential traffic impacts of the proposals. We have made changes to our proposals, as outlined above and in Chapter 4 of this report. Our analysis shows that the changes made to this scheme and the East-West Cycle Superhighway are likely to result in a range of journey time changes for buses and general traffic.

We understand that some people will remain concerned about the potential traffic impacts of this scheme, despite the changes described above. However, we are satisfied that the impact on traffic is reasonable when balanced against the substantial safety improvements the North-South Cycle Superhighway would mean for thousands of existing cyclists and the likely growth in cycling along this route, including people who would cycle if they felt it to be safer.

Use of early start signals

We have proposed an 'early-start' facility for cyclists on Borough Road but some respondents asked us to consider the use of a 'hold the left' style junction. All vehicles from Borough Road turn left (except for rare occasions when buses are on diversion) and so a 'hold the left' style junction would be running cyclists and other traffic in separate stages which is an inefficient use of signal time in this location.

The design of cycle early-start signals allows cyclists to wait ahead of other traffic before proceeding through the junction before motorists are given a green light. A dedicated light in the cycle feeder lane holds cyclists at red when other traffic is moving through the junction, thereby significantly reducing the potential for conflict with turning vehicles. Monitoring of 'early-start' signals at Bow roundabout has shown them to be effective at addressing the left turn conflict that they were designed to address.

We are satisfied that the cycle early-start provides the most appropriate solution to separating cycle and traffic movements at this location. Cyclists are able to fill the large waiting area ahead of other traffic, allowing them to clear the junction more quickly than if they were queuing in a single file signalised cycle track.

Two-stage turns

Northbound cyclists wanting to exit the North-South route to access Borough Road and London Road can do so via a two-stage right turn. Northbound cyclists will be directed into a waiting pocket which will be marked by a right turn arrow. They will then progress through the junction when Westminster Bridge Road traffic receives a green signal. We have made sure that this signal will be clearly visible to cyclists.

We have made a change for southbound cyclists who wish to exit the route. They will now be directed into the Advanced Stop Line on Blackfriars Road via a gap in the segregation island. They can then proceed through the junction when Blackfriars Road traffic receives a green signal. This will be clearly signed and natural gaps in the traffic will be frequent because of the pedestrian crossing at the southern end of Blackfriars Road.

Preference for a Dutch style or segregated roundabout

We have considered the potential for a Dutch style roundabout at St George's Circus but there is not enough space to provide one. Furthermore, it requires only one circulatory traffic lane which is not viable here owing to high traffic flows.

Southbound route at Lambeth Road

Some respondents expressed concern about the end of the southbound track at Lambeth Road. Southbound cyclists will be required to give way to northbound cyclists and buses from London Road. There may also be pedestrians crossing at the zebra crossing to the west.

Cycle flows are very tidal in this location and so we do not anticipate giving way to other cyclists being a problem. Bus flows turning into Lambeth Road are very light at around 10 per hour and the zebra crossing is 6m away from the point at which southbound cyclists first have to give way. This is a suitable distance to regard them as separate give way points.

Planting and trees

Some respondents requested additional foliage and planting at St George's Circus. As part of the proposals we have to remove the existing planter in order to reduce the size of the junction and reallocate the space to the surrounding footways. We have worked closely with London Borough of Southwark and other key stakeholders to develop urban design principles for the route and we are hoping to plant additional trees subject to further investigations and location of underground utilities.

Section 3a – Blackfriars Road

We have reviewed responses on this section and are not proposing to make any changes.

We will, therefore, be recommending to TfL's Board that this section of the North-South Cycle Superhighway proceeds to construction as set out in the consultation material. Proposals relating to London Borough of Southwark highway will also be subject to formal borough approval.

This chapter sets out our response to issues commonly raised in consultation relating to Section 3a of the proposals. Please see the first part of this Appendix for our response to issues relating to the overall proposals.

Concerns proposals would increase general congestion and journey times

TfL acknowledges the concerns that some organisations and individuals have expressed regarding the potential traffic impacts of the proposals. We have made changes to our proposals, as outlined above and in Chapter 4 of this report. Our analysis shows that the changes made to this scheme and the East-West Cycle Superhighway are likely to result in a range of journey time changes for buses and general traffic.

We understand that some people will remain concerned about the potential traffic impacts of this scheme, despite the changes described above. However, we are satisfied that the impact on traffic is reasonable when balanced against the substantial safety improvements the North-South Cycle Superhighway would mean for thousands of existing cyclists and the likely growth in cycling along this route, including people who would cycle if they felt it to be safer.

Bus stop bypass

Some respondents raised concerns over the lack of priority at the pedestrian crossing at the bus stop bypass. We have considered these responses and made changes to the design of the marked crossing points at all bus stop bypasses. These will now be fully raised to footway height to provide a flush crossing point. Ramps will be provided with triangle markings and tactile blister paving. The ramps will be in a contrasting colour or material to help further highlight crossing locations. We are also in discussion with the Department for Transport (DfT) on potential options for a variation on a zebra crossing that is more suitable for cycle tracks (without zig-zag road markings and flashing orange lights).

Two-stage turns

We have assessed the predicted flows of cyclists making the two-stage turn from the cycle track into Webber Street (eastern arm) and have made sure that there is enough space to accommodate demand. Wayfinding will be provided to direct cyclists into the waiting areas.

Banned right turns

We are proposing to ban two turns to motorised traffic at Webber Street as there is not enough space to hold this separate turning movement in the junction. We have looked at the turning movement flows and have proposed to ban the lowest movements. All banned movements at Webber Street are possible at The Cut junction and vice versa. These banned turns do not apply to cyclists.

Webber Street junction

At the Webber Street junction, cyclists on Blackfriars Road receive a green signal with ahead traffic in order to give them as much green time as possible and to make the route as attractive as possible. The northbound left turn in to Webber Street will be separately signalled to remove any potential left turning conflicts with cyclists.

We are working closely with London Borough of Southwark to ensure that the proposals for the Quietway along Webber Street tie in with the North-South route at this junction. We will work closely with Southwark's contractors to carefully manage construction and delivery. We will also ensure wayfinding is present to direct cyclists to and from the Quietway.

Section 3b – Blackfriars Road

Following concerns raised in consultation we have made changes to the design of this section of the North-South Cycle Superhighway. These include:

- Removal of the two-way working at the Blackfriars Road (eastern) end of Valentine Place as it is a historic access which is no longer required
- Creation of an additional gap in the segregation island to provide cycle access to Pocock Street
- Creation of an additional pedestrian refuge island close to Ufford Street.

Apart from the above changes, we will be recommending to TfL's Board that this section of the North-South Cycle Superhighway proceeds to construction as set out in the consultation material. Proposals relating to London Borough of Southwark highway will also be subject to formal borough approval.

This chapter sets out our response to issues commonly raised in consultation relating to Section 3b of the proposals. Please see the first part of this Appendix for our response to issues relating to the overall proposals.

Junctions with side streets

Some respondents asked about vehicles crossing the cycle track to access side roads. The entrance to side roads adjacent to the cycle track will be raised up to footway level to provide a flush crossing point for pedestrians. This will indicate to drivers that they are entering a different environment and will slow them down as they approach the cycle track. Vehicles will be required to give way to cyclists before crossing the track and give way again to other vehicles before turning into the carriageway.

There is not enough width within the carriageway to provide a wide enough segregated island that would allow all vehicles to wait within it without obstructing either cyclists or vehicles. However, the segregation is 4m wide in most instances which would permit a small car to wait without obstructing other users. Traffic counts indicate that the majority of side roads have small vehicles turning into them so this shouldn't cause many issues.

Access to eastern side streets

Some respondents raised concerns about the lack of pedestrian crossings to access side streets on the eastern side of Blackfriars Road. Our proposals narrow the road so the distance pedestrians need to cross from the segregation island to the other side of the road is much less than existing. However, we recognise that as a result of this a number of pedestrian refuges have been removed.

We have made a change to this section as result of these concerns and have proposed a new pedestrian refuge close to Ufford Street where there is a strong desire line. This will give pedestrians a place to wait in the middle of the road for a gap in traffic. We will also continue to work with the London Borough of Southwark to investigate other opportunities for increasing the number of unsignalised pedestrian crossings along Blackfriars Road.

Concerns proposals would increase general congestion and journey times

TfL acknowledges the concerns that some organisations and individuals have expressed regarding the potential traffic impacts of the proposals. We have made changes to our proposals, as outlined above and in Chapter 4 of this report. Our analysis shows that the changes made to this scheme and the East-West Cycle Superhighway are likely to result in a range of journey time changes for buses and general traffic.

We understand that some people will remain concerned about the potential traffic impacts of this scheme, despite the changes described above. However, we are satisfied that the impact on traffic is reasonable when balanced against the substantial safety improvements the North-South Cycle Superhighway would mean for thousands of existing cyclists and the likely growth in cycling along this route, including people who would cycle if they felt it to be safer.

Bus stop bypasses

Some respondents raised concerns over the lack of priority at the pedestrian crossing at the bus stop bypass. We have considered these responses and made changes to the design of the marked crossing points at all bus stop bypasses. These will now be fully raised to footway height to provide a flush crossing point. Ramps will be provided with triangle markings and tactile blister paving. The ramps will be in a contrasting colour or material to help further highlight crossing locations. We are also in discussion with the

Department for Transport (DfT) on potential options for a variation on a zebra crossing that is more suitable for cycle tracks (without zig-zag road markings and flashing orange lights).

Ufford Street closure

We do not develop proposals to introduce traffic restrictions without carefully considering the potential impacts and exploring alternative solutions. Generally, new restrictions are proposed to either address a safety issue or physical constraint, or to help a signalised junction operate more efficiently. We acknowledge that restrictions will inconvenience some motorists. However, we need to balance this inconvenience against the wider benefits that schemes such as the North-South Cycle Superhighway can deliver.

We have proposed to close Ufford Street to motorised traffic to prevent traffic diverting along here because of the banned left turn at The Cut. Cyclists will still be able to enter and exit Ufford Street via a shared footway.

Bus stop relocation

Some respondents objected to the relocation of bus stop V (Pocock Street) as it will now be further away from the retail units and pub. We are proposing to move this bus stop 65 metres north to allow enough space for vehicles to overtake a bus stopped at the bus stop. If we did not relocate it, traffic would be unable to pass it, especially if there was also a bus stopped in the southbound bus stop.

Changes to Valentine Place

We propose to remove the two-way working at the Blackfriars Road (eastern) end of Valentine Place as it is a historical access which is no longer required. Valentine Place will become one-way westbound and the kerb radius will be tightened to slow turning vehicles down. This will be consulted on separately by the London Borough of Southwark.

Access to Pocock Street

As a response to the consultation we have provided an additional gap in the segregation island to provide access from the cycle track to Pocock Street. This has resulted in a slight shortening of the proposed loading/disabled bay by 6m.

Section 3c – Blackfriars Road

Following concerns raised in consultation we have made changes to the design of this section of the North-South Cycle Superhighway. These include:

- Removal of the proposed 7.5t weight restriction on Union Street
- Widening of the pedestrian crossing on the southern arm of the Union Street/The Cut junction.

Apart from the above changes, we will be recommending to TfL's Board that this section of the North-South Cycle Superhighway proceeds to construction as set out in the consultation material. Proposals relating to London Borough of Southwark highway will also be subject to formal borough approval.

This chapter sets out our response to issues commonly raised in consultation relating to Section 3c of the proposals. Please see the first part of this Appendix for our response to issues relating to the overall proposals.

Banned left turn from Blackfriars Road to The Cut

We do not develop proposals to introduce traffic restrictions without carefully considering the potential impacts and exploring alternative solutions. Generally, new restrictions are proposed to either address a safety issue or physical constraint, or to help a signalised junction operate more efficiently. We acknowledge that restrictions will inconvenience some motorists. However, we need to balance this inconvenience against the wider benefits that schemes such as the North-South Cycle Superhighway can deliver.

We are proposing to ban the northbound left turn into The Cut to motorised traffic as there is not enough space to hold this separate turning movement in the junction. We have looked at the turning movement flows and have proposed to ban the lowest movement. All banned movements at The Cut are possible at the Webber Street junction and vice versa. This banned turn does not apply to cyclists.

The junction would operate as follows. Cyclists on Blackfriars Road receive a green signal with ahead traffic in order to give them as much green time as possible and to make the route as attractive as possible. The southbound right turn into The Cut will be separately signalled to remove any potential turning conflicts with cyclists.

Concerns proposals would increase general congestion and journey times

TfL acknowledges the concerns that some organisations and individuals have expressed regarding the potential traffic impacts of the proposals. We have made changes to our proposals, as outlined above and in Chapter 4 of this report. Our analysis shows that the changes made to this scheme and the East-West Cycle Superhighway are likely to result in a range of journey time changes for buses and general traffic.

We understand that some people will remain concerned about the potential traffic impacts of this scheme, despite the changes described above. However, we are satisfied that the impact on traffic is reasonable when balanced against the substantial safety improvements the North-South Cycle Superhighway would mean for thousands of existing cyclists and the likely growth in cycling along this route, including people who would cycle if they felt it to be safer.

Pedestrian crossings

Some respondents raised concerns over increased journey times for pedestrians at the Union Street/ The Cut junction. We have widened the pedestrian crossing on the northern arm and we have made a change by also widening the pedestrian crossing on the southern arm by over 1m to 5.2m. This reflects the potential increase in pedestrians crossing here because of the relocated bus stop. The 'all red' phase for traffic will also be retained.

Bus stop relocation

In order to make space for the cycle track we have had to narrow the carriageway and thus ahead and left turning traffic would be blocked by a stopped bus if the southbound bus stop was to remain in its current location. To mitigate this, we are proposing to relocate the southbound bus stop to the other side of the junction to enable traffic to pass a stopped bus. We have widened the pedestrian crossing on the southern arm to cater for increased pedestrian flows here. The 'all red' phase for traffic will also be retained.

Access to side roads

Some respondents raised concerns over cycle access to side roads on the eastern side of Blackfriars Road. There are gaps provided within the segregation island to allow cycle

access to side roads such as Scoresby Street. The size of these gaps is based on analysis of the cycle demand.

Weight restriction on Union Street

We were proposing a 7.5t weight restriction on Union Street, however, we have reassessed this and are now not going to propose this as we have removed the traffic signal island on the southern arm of the junction as the signal can be relocated to the segregation island. This, therefore, enables large vehicles to access Union Street and thus we no longer need to enforce a weight restriction.

Section 3d – Blackfriars Road

Following concerns raised in consultation we have made a change to the design of this section of the North-South Cycle Superhighway to introduce ‘keep clear’ markings at the Nicholson Street junction to ensure vehicles do not block back across it.

Apart from the above change, we will be recommending to TfL’s Board that this section of the North-South Cycle Superhighway proceeds to construction as set out in the consultation material. Proposals relating to London Borough of Southwark highway will also be subject to formal borough approval.

This chapter sets out our response to issues commonly raised in consultation relating to Section 3d of the proposals. Please see the first part of this Appendix for our response to issues relating to the overall proposals.

Concerns proposals would increase general congestion and journey times

TfL acknowledges the concerns that some organisations and individuals have expressed regarding the potential traffic impacts of the proposals. We have made changes to our proposals, as outlined above and in Chapter 4 of this report. Our analysis shows that the changes made to this scheme and the East-West Cycle Superhighway are likely to result in a range of journey time changes for buses and general traffic.

We understand that some people will remain concerned about the potential traffic impacts of this scheme, despite the changes described above. However, we are satisfied that the impact on traffic is reasonable when balanced against the substantial safety improvements the North-South Cycle Superhighway would mean for thousands of existing cyclists and the likely growth in cycling along this route, including people who would cycle if they felt it to be safer.

Bus stop bypasses

Some respondents raised concerns over the lack of priority at the pedestrian crossing at the bus stop bypass. We have considered these responses and made changes to the design of the marked crossing points at all bus stop bypasses. These will now be fully raised to footway height to provide a flush crossing point. Ramps will be provided with triangle markings and tactile blister paving. The ramps will be in a contrasting colour or material to help further highlight crossing locations. We are also in discussion with the Department for Transport (DfT) on potential options for a variation on a zebra crossing that is more suitable for cycle tracks (without zig-zag road markings and flashing orange lights).

Some respondents also questioned whether the bus stop island would be big enough to accommodate the number of waiting bus passengers, particularly outside the post office. We have assessed the numbers of bus passengers at each stop and have ensured that

the bus stop island is a minimum width of 2.5m. We are content that the bus stop island outside the post office is wide enough as varies in width between 2.5m to 3.7m.

Access to side roads

Some respondents asked about vehicles crossing the cycle track to access side roads. The entrance to side roads adjacent to the cycle track will be raised up to footway level to provide a flush crossing point for pedestrians. This will indicate to drivers that they are entering a different environment and will slow them down as they approach the cycle track. Vehicles will be required to give way to cyclists before crossing the track and give way again to other vehicles before turning into the carriageway.

There is not enough width within the carriageway to provide a wide enough segregated island that would allow all vehicles to wait within it without obstructing either cyclists or vehicles. However, the segregation is 4m wide in most instances which would permit a small car to wait without obstructing other users. Traffic counts indicate that the majority of side roads have small vehicles turning into them so this shouldn't cause many issues.

Meymott Street pedestrian crossing

Some respondents requested that the pedestrian crossing at Meymott Street be made single-stage and that a zebra crossing be provided across the cycle track.

We are not proposing to signalise the pedestrian crossing across the cycle track, only across the road. This is to balance the relative flows of cyclists and pedestrians at this location. However, we are in discussion with the Department for Transport (DfT) on potential options for a variation on a zebra crossing that is more suitable for cycle tracks (without zig-zag road markings and flashing orange lights) and this could potentially be trialled here.

Changes to parking/loading areas

Some respondents raised concerns over moving goods across the cycle track from the parking/loading bays to the footway. We are proposing a dropped kerb to provide a flush crossing point for loading and for mobility impaired pedestrians.

We are satisfied that it will be possible to safely load across the cycle track whilst keeping cyclists and delivery staff safe. However, we will continue to work with the freight industry and local businesses to confirm the precise arrangements for loading facilities, including access across the cycle track. We are aware of the particular concerns and requirements of some stakeholders, including the brewery delivery industry, and will continue to work closely with relevant organisations to agree mutually satisfactory arrangements. All Cycle Superhighways undergo a rigorous multi-stage Road Safety Audit process, which assesses the design both during design and after implementation.

Colombo Street Crossing

We have assessed whether it is possible to implement a signalised pedestrian crossing at Colombo Street but because of its proximity to the Meymott Street crossing and the junction of Stamford Street, this is not possible as it could result in traffic blocking back across the junction. We have assessed pedestrian flows and desire lines and found that Meymott Street is the busier crossing location and so are proposing to retain the signalised pedestrian crossing here.

Tie-in with Nicholson Street Quietway

We are working closely with London Borough of Southwark to ensure that the proposals for the Quietway along Nicholson Street tie in with the North-South route at the Nicholson Street junction. We will also ensure wayfinding is present to direct cyclists to and from the Quietway. We have made a change here and are now proposing a 'keep clear' marking on Blackfriars Road in the northbound traffic lane at the Nicholson/Meymott Street junction to ensure that vehicles do not block back across it.

Section 3e – Blackfriars Road

Following concerns raised in consultation we have made a change to the design of this section of the North-South Cycle Superhighway to amend the segregation island to retain the northbound RV1 bus stop on Blackfriars Road.

Apart from the above change, we will be recommending to TfL's Board that this section of the North-South Cycle Superhighway proceeds to construction as set out in the consultation material. Proposals relating to London Borough of Southwark highway will also be subject to formal borough approval.

This chapter sets out our response to issues commonly raised in consultation relating to Section 3e of the proposals. Please see the first part of this Appendix for our response to issues relating to the overall proposals.

Access to and from Southwark Street and Stamford Street

Some respondents asked how movements from the North-South Cycle Superhighway to Stamford Street and Southwark Street will be facilitated. Cyclists on the route wanting to access Stamford Street can do so by turning either left or right into the street. Southbound cyclists will need to give way to northbound cyclists as they cross the track.

Cyclists wanting to access Southwark Street from the North-South route can do so via a two-stage turn. Cyclists will be required to pull off into a waiting area to the side of the track and proceed through the junction when Stamford Street traffic receives a green signal.

Cyclists accessing the track from Southwark Street should use the Advanced Stop Line to get ahead of traffic. They should then proceed into the track and wait for Blackfriars Road traffic to receive a green signal before proceeding north or south along it.

Some respondents also asked for protection on both streets. We are proposing cycle feeder lanes and Advanced Stop Lines. We have investigated whether it is possible to provide segregation but because of the width constraints, this is not viable. Advanced stop lines are proposed to be increased in depth to 7.5m

Pedestrian crossings

Respondents welcomed the new signalised pedestrian crossing on Stamford Street, however, there were requests for the staggered crossings on the other arms to be made straight across. In each case we have thoroughly investigated and evaluated each crossing, however, in order to maximise the efficiency of the junction, staggered crossings are required in these locations.

Concerns proposals would increase general congestion and journey times

TfL acknowledges the concerns that some organisations and individuals have expressed regarding the potential traffic impacts of the proposals. We have made changes to our proposals, as outlined above and in Chapter 4 of this report. Our analysis shows that the changes made to this scheme and the East-West Cycle Superhighway are likely to result in a range of journey time changes for buses and general traffic.

We understand that some people will remain concerned about the potential traffic impacts of this scheme, despite the changes described above. However, we are satisfied that the impact on traffic is reasonable when balanced against the substantial safety improvements the North-South Cycle Superhighway would mean for thousands of existing cyclists and the likely growth in cycling along this route, including people who would cycle if they felt it to be safer.

Left turn slip road closure

We received support for the closure of the left turn slip but there was still some concern about access to the North-South Cycle Superhighway from Stamford Street. Cyclists will be able to access the route by turning either left or right into the track from Stamford Street when Stamford Street traffic receives a green signal. However, northbound cyclists will also be directed to the route via Rennie Street and Upper Ground to avoid the junction altogether.

Upper Ground junction

Some respondents queried the removal of the toucan crossing at Upper Ground and the connectivity with National Cycle Network 4 (NCN4). We have changed the toucan crossing to a pedestrian crossing as it is no longer required for cycle access. Cyclists on NCN4 will be able to continue along it from Upper Ground via turning right (southbound) onto the North-South Cycle Superhighway at Upper Ground and turning left (eastbound) into Southwark Street. We are, however, working with London Borough of Southwark and developers of Sampson and Ludgate House regarding the future connectivity of the NCN4 route. There is scope to change the pedestrian crossing back into a toucan crossing if required in the future.

Northbound RV1 bus stop

We no longer need to relocate the northbound RV1 bus stop as we have changed the design of the segregation island to accommodate it in its current location as a bus stop bypass. This will retain the good connectivity for bus passengers between the RV1 bus route and other northbound bus routes that stop on Blackfriars Bridge.

Section 3f – Blackfriars Bridge

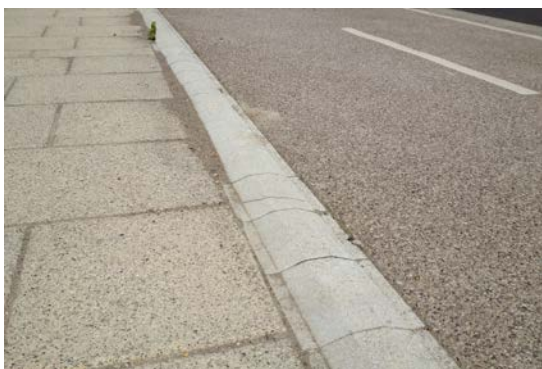
Following concerns raised in consultation we have made a change to the design of this section of the North-South Cycle Superhighway to propose a raised border at the back of the bus stop bypass and the edge of the cycle track to indicate to pedestrians where the cycle track is.

Apart from the above change, we will be recommending to TfL's Board that this section of the North-South Cycle Superhighway proceeds to construction as set out in the consultation material. Proposals relating to City of London highway will also be subject to formal City of London approval.

This chapter sets out our response to issues commonly raised in consultation relating to Section 3f of the proposals. Please see the first part of this Appendix for our response to issues relating to the overall proposals.

Delineation of the cycle track

When the cycle track goes over the bridge it will be at footway level because of the number of utilities beneath it. We have worked with access groups to agree on an appropriate raised border to inform visually impaired users of where the cycle track is (see photo below). The raised border will be used along the length of the bridge to demarcate the cycle track from the footway. This is proposed to also be used at the back of the bus stop bypass to indicate where the crossing point is which will also be indicated via tactile paving.



Example of proposed raised border

Concerns proposals would increase general congestion and journey times

TfL acknowledges the concerns that some organisations and individuals have expressed regarding the potential traffic impacts of the proposals. We have made changes to our proposals, as outlined above and in Chapter 4 of this report. Our analysis shows that the changes made to this scheme and the East-West Cycle Superhighway are likely to result in a range of journey time changes for buses and general traffic.

We understand that some people will remain concerned about the potential traffic impacts of this scheme, despite the changes described above. However, we are satisfied that the impact on traffic is reasonable when balanced against the substantial safety improvements the North-South Cycle Superhighway would mean for thousands of existing cyclists and the likely growth in cycling along this route, including people who would cycle if they felt it to be safer.

Cycle track width

Some respondents raised concerns over whether the track would be wide enough to accommodate faster cyclists overtaking slower ones on the bridge incline. The track will be 4m wide here which is wide enough to accommodate overtaking. Furthermore, cycle flows are tidal in this section of the route which means there is even more space for overtaking.

Bus stop bypasses

Some respondents raised concerns over the potential for pedestrian and cycle conflict at the pedestrian crossing at the bus stop bypass. We have considered these responses and made changes to the design of the marked crossing points at all bus stop bypasses. The cycle track will be at footway height on the bridge because of underground utilities, however, we are now proposing to highlight the crossing point with a colour contrast in addition to using tactile paving. This will make it easier for visually impaired pedestrians to

identify the crossing point and alert cyclists that pedestrians may be crossing the track at this location.

We are also in discussion with the Department for Transport (DfT) on potential options for a variation on a zebra crossing that is more suitable for cycle tracks (without zig-zag road markings and flashing orange lights).

Section 4a – Blackfriars Junction

Following concerns raised in consultation we have made a change to the design of this section of the North-South Cycle Superhighway to change the position of the relocated Queen Victoria statue to 2m east rather than further north.

Apart from the above change we will be recommending to TfL's Board that this section of the North-South Cycle Superhighway proceeds to construction as set out in the consultation material. Proposals relating to City of London highway will also be subject to formal City of London approval.

This chapter sets out our response to issues commonly raised in consultation relating to Section 4a of the proposals. Please see the first part of this Appendix for our response to issues relating to the overall proposals.

Queen Victoria Statue

As part of the changes to the junction, the Queen Victoria statue needs to be relocated and we have worked with City of London and English Heritage to find an appropriate location. We originally proposed to relocate the statue to the traffic island, north of its current location but we are now proposing to relocate it only 2m east so that it can remain in the same traffic island as existing and is accessible to pedestrians. This has resulted in the pedestrian crossing at the northern end of the bridge being relocated a few metres further south, however, we do not think this will impact desire lines.

Watergate

There were concerns from adjacent businesses raised during consultation on access to and from Watergate. We are continuing discussions with stakeholders on this.

Access between the North-South Cycle Superhighway and Queen Victoria Street

Some respondents questioned how cyclists would travel between Queen Victoria Street and the North-South Cycle Superhighway route and whether this would cope with the cyclist demand. Cyclists from Queen Victoria Street can access the cycle route by turning left and proceeding across the junction via the new dedicated cycle crossing. They can then continue to Victoria Embankment for the East-West Cycle Superhighway or continue north or south on the North-South route. Cyclists can also go straight ahead from Queen Victoria Street into the marked waiting pocket before turning north or south onto the route.

Cyclists wanting to access Queen Victoria Street from the route can use the marked waiting pocket adjacent to the track at Watergate before proceeding ahead. We have assessed the expected cycle demand for these movements and designed the waiting areas accordingly to cope with this.

Some respondents also requested segregation on the cycle lane for cyclists turning left out of Queen Victoria Street. We have investigated whether it is possible to provide this, however, this would narrow the cycle lane to 1.5m wide which we do not believe is wide

enough for the anticipated flows and so we are proposing to retain the 2m wide mandatory lane.

Concerns proposals would increase general congestion and journey times

TfL acknowledges the concerns that some organisations and individuals have expressed regarding the potential traffic impacts of the proposals. We have made changes to our proposals, as outlined above and in Chapter 4 of this report. Our analysis shows that the changes made to this scheme and the East-West Cycle Superhighway are likely to result in a range of journey time changes for buses and general traffic.

We understand that some people will remain concerned about the potential traffic impacts of this scheme, despite the changes described above. However, we are satisfied that the impact on traffic is reasonable when balanced against the substantial safety improvements the North-South Cycle Superhighway would mean for thousands of existing cyclists and the likely growth in cycling along this route, including people who would cycle if they felt it to be safer.

East-West Cycle Superhighway connectivity

Some respondents asked about the connectivity between the North-South and East-West Cycle Superhighways and were concerned that southbound cyclists turning right onto Victoria Embankment, who were giving way to northbound cyclists coming over Blackfriars Bridge, would hold up other southbound cyclists. The junction area has been increased significantly at this location and this will give enough space for southbound cyclists to wait in the track and for other southbound cyclists to overtake them, without affecting northbound cyclists. Cycle flows are very tidal at this location which will give even more space for overtaking.

Pedestrian crossings

Some respondents requested that the staggered crossings were made straight across to better serve pedestrian desire lines. We have thoroughly investigated and evaluated each crossing, however, in order to maximise the efficiency of the junction, staggered crossings are sometimes required. There was also concern that the pedestrian crossings were too close together and would cause delay to cyclists. Due to the location of the northbound bus stop and Watergate we are constrained with where we can propose pedestrian crossings. However, the crossing to the south of Watergate serves pedestrians interchanging between Blackfriars station and the northbound bus stop. The signals will also be phased to minimise the number of times cyclists have to stop.

Some respondents also requested a pedestrian crossing to serve the north-west to south-east desire line. This would require an 'all red' traffic stage which would cause additional delay to vehicles and cyclists and add to pedestrian wait times. We have not proposed this in order to balance the user needs at this junction.

Tudor Street closure

We do not develop proposals to introduce traffic restrictions without carefully considering the potential impacts and exploring alternative solutions. Generally, new restrictions are proposed to either address a safety issue or physical constraint, or to help a signalised junction operate more efficiently. We acknowledge that restrictions will inconvenience some motorists. However, we need to balance this inconvenience against the wider benefits that schemes such as the North-South Cycle Superhighway can deliver.

We are proposing to close Tudor Street to motorised traffic as there is not enough room to hold this turning traffic as we have narrowed the carriageway to make space for the cycle track. To mitigate the impact of this we are proposing to make Bridewell Place two-way. There is currently a 12m (40ft) length restriction on Bridewell Place and Tudor Street which we are proposing to maintain to enable this two-way working. Cyclists will still be able to enter and exit Tudor Street.

Victoria Embankment (north slip road) junction.

Some respondents were unsure how the Victoria Embankment slip road junction would operate and were concerned about the potential for 'left hook' collisions. The left turn will be held back whilst cyclists proceed ahead to remove any potential for turning conflict. In addition, vehicles proceeding ahead to Victoria Embankment via the cut through will also be separately signalled to remove any conflict with cyclists.

Deliveries/loading areas

Some respondents raised concern over delivery vehicles unloading across the cycle track at Tudor Street. We are proposing to retain a stretch of single red line north of Tudor Street to facilitate the loading demands in the location. Vehicles will be able to stop adjacent to the track during the prescribed hours of 7pm to 7am and unload to adjacent businesses.

We are satisfied that it will be possible to safely load across the cycle track whilst keeping cyclists and delivery staff safe. However, we will continue to work with the freight industry and local businesses to confirm the precise arrangements for loading facilities, including access across the cycle track. We are aware of the particular concerns and requirements of some stakeholders, including the brewery delivery industry, and will continue to work closely with relevant organisations to agree mutually satisfactory arrangements. All Cycle Superhighways undergo a rigorous multi-stage Road Safety Audit process, which assesses the design both during design and after implementation.

Bus stop bypass

Some respondents raised concerns over the lack of priority at the pedestrian crossing at the bus stop bypass. We have considered these responses and made changes to the design of the marked crossing points at all bus stop bypasses. These will now be fully raised to footway height to provide a flush crossing point. Ramps will be provided with triangle markings and tactile blister paving. The ramps will be in a contrasting colour or material to help further highlight crossing locations. We are also in discussion with the Department for Transport (DfT) on potential options for a variation on a zebra crossing that is more suitable for cycle tracks (without zig-zag road markings and flashing orange lights). We are also in discussion with the Department for Transport (DfT) on potential options for a variation on a zebra crossing that is more suitable for cycle tracks (without zig-zag road markings and flashing orange lights).

Bus stop relocation

Some respondents supported the proposals for relocating the northbound and southbound bus stops, however, some raised concerns. We are relocating the northbound bus stop J (Blackfriars/North Entrance) further south to accommodate left turning traffic at Bridewell Place. The bus stop will be closer to Blackfriars station and the new pedestrian crossing at Watergate. Concern was raised to this as taxis often drop off passengers at this location, adjacent to the hotel. However, taxis will be able to use Bridewell Place as we are making this two way and drop passengers at the rear entrance to the hotel.

We are relocating the southbound bus stop K (Queen Victoria Street) further north as the road is wider here and allows space for southbound vehicles to overtake a stopped bus. The footway is also wider at this location, allowing more space for waiting bus passengers. Relocating the bus stop north will also better serve the City Thameslink station on Ludgate Hill. Some respondents opposed the relocation as it would move it further away from Blackfriars station. However, bus stop L (Blackfriars station / north entrance) is located on Blackfriars Bridge and is closer to Blackfriars station and bus passengers will not be required to cross Queen Victoria Street to access it.

Section 4b - New Bridge Street

Following concerns raised in consultation we have made changes to the design of this section of the North-South Cycle Superhighway. These include:

- Changing all pedestrian crossings at Ludgate Circus from staggered to straight across
- Changing loading restrictions on Bridewell Place to facilitate two-way working
- Switching the location of the loading bay and the bus stop on eastern side of New Bridge Street, south of Pilgrim Street
- Replacing the motorcycle parking on the western side of Farringdon Street with a loading bay.

Apart from the above changes, we will be recommending to TfL's Board that this section of the North-South Cycle Superhighway proceeds to construction as set out in the consultation material. Proposals relating to City of London highway will also be subject to formal City of London approval.

This chapter sets out our response to issues commonly raised in consultation relating to Section 4b of the proposals. Please see the first part of this Appendix for our response to issues relating to the overall proposals.

Pedestrian crossings

Respondents were supportive of the new pedestrian crossings on the eastern and western arms of Ludgate Circus but requested that these were made straight across to better serve pedestrian desire lines. We have taken account of these concerns and reviewed the proposals at Ludgate Circus. We have changed the design to provide straight across pedestrian crossings on all arms of the junction. The phasing of the junction will be changed to give an 'all red' phase to traffic so that pedestrians can cross in one movement.

These signalling changes have also allowed the junction layout to be simplified with fewer islands to improve the urban realm.

Bridewell Place

Some respondents raised concerns on Bridewell Place. We are making Bridewell Place two-way to mitigate the impact of closing Tudor Street. As a result of this cyclists will not be able to turn into Bridewell Place as there is no room for them to wait before the pedestrian crossing stop line. However, they can use Tudor Street as an alternative route as this will be closed to motorised traffic but will be open to cyclists.

We are also proposing to retain the 12m (40ft) length restriction on Bridewell Place as we recognise that this street is narrow and so it will be difficult for large vehicles to navigate around parked cars.

In addition we are proposing to change the loading restrictions on Bridewell Place to better facilitate two-way working. The changes to loading restrictions will be consulted upon separately by the City of London.

Deliveries/loading areas

We have spoken to the businesses along the route to better understand their loading and delivery requirements. This has resulted in changes to loading bay locations to better meet their demands. We will continue to work with freight associations to mitigate the impacts of the North-South Cycle Superhighway route on deliveries, particularly to pubs along the route. New Bridge Street is a particularly busy area with lots of active frontages and so we have provided dropped kerbs here and at all loading bays along the route, to provide a flush crossing point for deliveries.

We are proposing to switch the loading bay and bus stop on the eastern side of New Bridge Street to enable buses to navigate more easily around vehicles in the loading bay. We have also replaced the proposed motorcycle parking bay on the western side of Farringdon Street between Harp Alley and Stonecutter Street with a loading bay to reflect the demand for loading on this side of the road.

In addition, we are proposing to make the mixed use bay south of Ludgate Circus, adjacent to the Albion pub, loading only, to better reflect the demand in this location. The bay immediately south of this (south of Bride Lane) will remain as mixed use and so will be available for disabled parking as well as loading.

We are still, however, investigating design options and refinements and there may be further changes to our designs following further engagement with freight stakeholders.

Some respondents raised concerns over moving goods across the cycle track. We are satisfied that it will be possible to safely load across the cycle track whilst keeping cyclists and delivery staff safe. However, we will continue to work with the freight industry and local businesses to confirm the precise arrangements for loading facilities, including access across the cycle track. We are aware of the particular concerns and requirements of some stakeholders, including the brewery delivery industry, and will continue to work closely with relevant organisations to agree mutually satisfactory arrangements. All Cycle Superhighways undergo a rigorous multi-stage Road Safety Audit process, which assesses the design both during design and after implementation.

Cycle movements between Ludgate Hill, Fleet Street and the North-South Cycle Superhighway

Some respondents were concerned about the movement between Ludgate Hill, Fleet Street and the North-South Cycle Superhighway. Cyclists wanting to access Fleet Street can turn right or left into the street. Southbound cyclists will have to give way to northbound cyclists. The track is 4m wide so there will be enough room to facilitate this. Cyclists wanting to access Ludgate Hill should use the two-stage turn pockets which are marked on the carriageway, adjacent to the cycle track. They can then proceed ahead when Fleet Street traffic receives a green signal.

Left and right turning traffic across the cycle track will be separately signalled to reduce the potential for cycle conflict.

Request for a 'hold the left' junction at Ludgate Circus

The northbound and southbound approach to Ludgate Circus is designed with the same principle as a 'hold the left' junction because turning traffic is held whilst cyclists progress through the junction. However, there is not enough space for segregated cycle lanes on Fleet Street and Ludgate Hill which are required in order to separately signal turning movements on these arms. We are, however, planning to provide early release signals for cyclists, subject to Department for Transport (DfT) approval, on these arms so that cyclists can progress ahead of traffic.

Furthermore, as a consequence of the changes at Ludgate Circus, buses will no longer be able to make the right turn into Ludgate Hill. The only bus route which makes this turn is the 100 and this route is currently out to public consultation to reroute via Queen Victoria Street instead. This change would mean that there will be more space for ahead traffic to proceed ahead without navigating around a right turning bus.

Concerns proposals would increase general congestion and journey times

TfL acknowledges the concerns that some organisations and individuals have expressed regarding the potential traffic impacts of the proposals. We have made changes to our proposals, as outlined above and in Chapter 4 of this report. Our analysis shows that the changes made to this scheme and the East-West Cycle Superhighway are likely to result in a range of journey time changes for buses and general traffic.

We understand that some people will remain concerned about the potential traffic impacts of this scheme, despite the changes described above. However, we are satisfied that the impact on traffic is reasonable when balanced against the substantial safety improvements the North-South Cycle Superhighway would mean for thousands of existing cyclists and the likely growth in cycling along this route, including people who would cycle if they felt it to be safer.

Two-stage turns

Some respondents requested additional protection for cyclists using the two-stage turn area. At other junctions such as Webber Street and The Cut, we have been able to provide a protective island adjacent to the two-stage left turn waiting area. However, this is not possible at Ludgate Circus because of width constraints created by the underground public toilets on Farringdon Street.

Tudor Street closure

We do not develop proposals to introduce traffic restrictions without carefully considering the potential impacts and exploring alternative solutions. Generally, new restrictions are proposed to either address a safety issue or physical constraint, or to help a signalised junction operate more efficiently. We acknowledge that restrictions will inconvenience some motorists. However, we need to balance this inconvenience against the wider benefits that schemes such as the North-South Cycle Superhighway can deliver.

We are proposing to close off Tudor Street to motorised traffic at the eastern end as there is not enough room to manage turning traffic safely here. To mitigate the impact of this we are proposing to make Bridewell Place two-way. There is currently a 12m (40ft) length restriction on Bridewell Place which we will retain to ensure that it is suitable for two way traffic. Some respondents requested that we keep Tudor Street open and close Bridewell Place instead. However, New Bridge Street is very narrow at Tudor Street so there is not enough room to manage turning movements safely, therefore, we are diverting left turning traffic to Bridewell Place where there is extra space to accommodate this.

Treatment for Ludgate Hill and Fleet Street

Some respondents requested additional provision for cyclists on Fleet Street and Ludgate Hill. We have proposed advisory cycle lanes on Ludgate Hill and a cycle feeder lane on Fleet Street along with 7.5m deep Advanced Stop Lines on both streets. These streets are City streets and so the City of London would be responsible for making further changes here.

St. Bride Street link

Some respondents requested improvements to the link between the North-South Cycle Superhighway and the St Bride Street cycle route. We are proposing to retain the dropped kerb at St Bride Street to enable access to this route and wayfinding signage would be provided to direct cyclists here who want to access the Holborn area. Further changes to this would be the responsibility of the City of London as St Bride Street is a City Street.

Bus stop relocation

Some respondents raised concerns over the relocation of bus stop K (Queen Victoria Street) and the potential for increased congestion on the footway. The footway here is wider than at the current bus stop location so there will be more room for waiting passengers. Although, we note that customers wanting to use this bus stop after exiting Blackfriars station will have to walk further north, this stop will be located closer to City Thameslink station so will better serve passengers from there and Ludgate Hill. There is also another southbound bus stop on Blackfriars Bridge which is closer to Blackfriars station than bus stop K and does not require passengers to cross Queen Victoria Street to access it.

Section 4c – Farringdon Street

Following concerns raised in consultation we have made changes to the design of this section of the North-South Cycle Superhighway. These include:

- Continue to explore options for the route north of Stonecutter Street, taking into account the views of local stakeholders and the nearby developments such as Crossrail. Consult on the details in the near future. Subject to TfL Board, this will not hold up construction of the North-South Cycle Superhighway between Elephant & Castle and Stonecutter Street.
- Making the proposed toucan crossing at Stonecutter Street a parallel pedestrian and cycle crossing
- New inset loading bay on eastern side of Farringdon Street, south of Old Seacole Lane
- Replacing the loading bay on the eastern footway, south of Holborn viaduct with a taxi bay.

Apart from the above changes, we will be recommending to TfL's Board that this section of the North-South Cycle Superhighway proceeds to construction as set out in the consultation material. Proposals relating to City of London highway will also be subject to formal City of London approval.

This chapter sets out our response to issues commonly raised in consultation relating to Section 4c of the proposals. Please see the first part of this Appendix for our response to issues relating to the overall proposals.

Responses to issues for the route north of Stonecutter Street

Having considered responses received in consultation, TfL intends to recommend to its Board that the North-South Cycle Superhighway between Elephant & Castle and King's Cross be progressed to construction. TfL is continuing to explore options for the route north of Stonecutter Street, taking into account the presence of developments such as Crossrail on this section of the route and will consult on the details in the near future. The developments will not hold up construction of the route between Elephant & Castle and Stonecutter Street although with some changes to the proposals consulted on in September 2014. TfL will recommend for its Board to grant approval for TfL Officers to take the final decisions on the short section of route north of Stonecutter Street.

Stonecutter Street crossing

Whilst options north of Stonecutter Street continue to be explored, cyclists will be assisted in joining and leaving the bi-directional track at this location. Cyclists heading in a southbound direction on Farringdon Road will have access to signalised facilities to cross.

Some respondents raised concerns over pedestrian and cycle conflict at the proposed toucan crossing. We have considered the proposals and made a change to this crossing to make it a parallel pedestrian and cycle crossing rather than a toucan crossing, Southbound cyclists will be directed behind a pedestrian island into a waiting area before being signalled to the western side of the road, into the bi-directional track. Pedestrians will cross the cycle track to a pedestrian island before being signalled across the road. The crossing across the cycle track will be unsignalised but will be raised to an intermediate height with dropped kerbs. Ramps will be provided with triangle markings and tactile blister paving. The ramps will be in a contrasting colour or material to help further highlight crossing locations. We are also in discussion with the Department for Transport (DfT) on potential options for a variation on a zebra crossing that is more suitable for cycle tracks (without zig-zags and flashing orange lights).

Some respondents also questioned whether cyclists would obey the signals. We have looked at the predicted cycle flows and will manage the signal timings accordingly to meet this demand. We want to make the route as attractive as possible to cyclists and so will ensure the signal timings reflect this.

Changes to loading, motorcycle parking and taxi bays

Some respondents commented on changes to loading and parking. We have reviewed the location of loading bays, motorcycle parking and taxi bays and have made some further changes to better meet the demand for loading and deliveries. An additional loading bay is proposed, subject to further investigation, on the eastern footway, south of Old Seacoal Lane. This will be operational off-peak only because it reduces the footway width from 5m to 2.7m when in use. The bay will be at footway level with an angled kerb edge for access. The bay is required to mitigate the impact of removing a well used loading bay north of Old Seacoal Lane.

We are also proposing to change the mixed use bay south of the Holborn Viaduct on the eastern side of Farringdon Street to a taxi parking bay to reflect the demand here.

Concerns proposals would increase general congestion and journey times

TfL acknowledges the concerns that some organisations and individuals have expressed regarding the potential traffic impacts of the proposals. We have made changes to our proposals, as outlined above and in Chapter 4 of this report. Our analysis shows that the

changes made to this scheme and the East-West Cycle Superhighway are likely to result in a range of journey time changes for buses and general traffic.

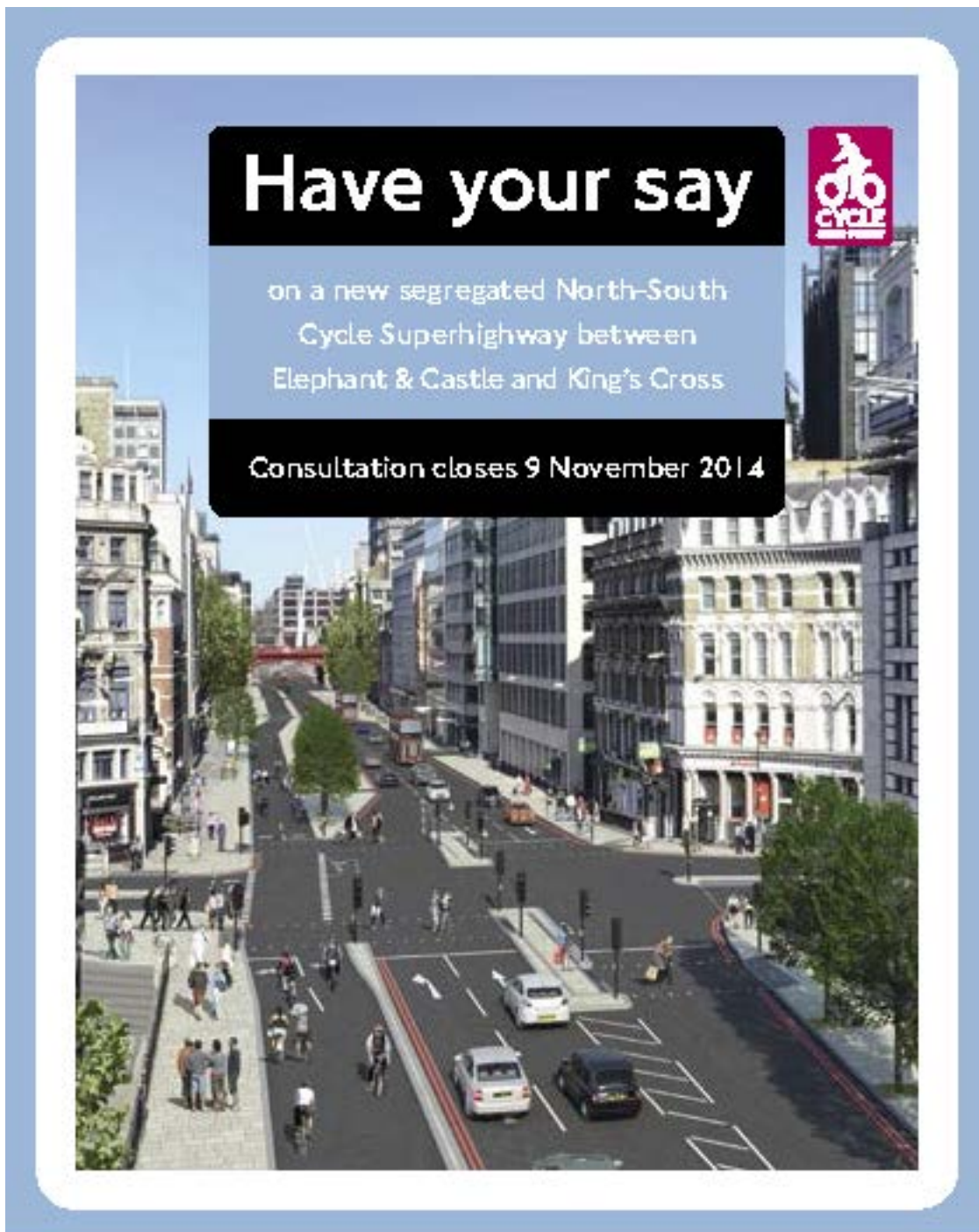
We understand that some people will remain concerned about the potential traffic impacts of this scheme, despite the changes described above. However, we are satisfied that the impact on traffic is reasonable when balanced against the substantial safety improvements the North-South Cycle Superhighway would mean for thousands of existing cyclists and the likely growth in cycling along this route, including people who would cycle if they felt it to be safer.

Bus stop bypasses

Some respondents raised concerns over the lack of priority at the pedestrian crossing at the bus stop bypass. We have considered these responses and made changes to the design of the marked crossing points at all bus stop bypasses. These will now be fully raised to footway height to provide a flush crossing point. Ramps will be provided with triangle markings and tactile blister paving. The ramps will be in a contrasting colour or material to help further highlight crossing locations. We are also in discussion with the Department for Transport (DfT) on potential options for a variation on a zebra crossing that is more suitable for cycle tracks (without zig-zag road markings and flashing orange lights).

Some respondents also questioned whether the bus stop island would be big enough to accommodate the number of waiting bus passengers. We have assessed the numbers of bus passengers at each stop and have ensured that the bus stop island is a minimum width of 2.5m. We are content that the bus stop island at Harp Alley is wide enough at 3.7m.

Appendix D – leaflet and distribution map



MAYOR OF LONDON



What are we proposing?

Transport for London (TfL). In close consultation with its partners the boroughs of Southwark, Camden, Islington and the City of London, is proposing a continuous, high quality, substantially segregated cycle route between Elephant & Castle and King's Cross.

The southern section between Elephant & Castle and Farringdon station would be a continuous substantially segregated two-way cycle track which would provide a clear and convenient route for cyclists, physically separated from other vehicles. We would create space for the new cycle route by reallocating road space from other traffic and changing the operation of some junctions.

North of Farringdon station the route is planned to connect to a new 'Quietway' back-street cycle route. This would provide cyclists with a route through central London on low-traffic streets and will be consulted on separately.

Depending upon the timescales for delivering the section north of Farringdon station, an interim design may be required. This would include changing from the segregated two-way cycle track to facilities either side of the road between Stonecutter Street and Farringdon station. Further details are available at tfl.gov.uk/cycle-north-south

Why are we proposing this?

Cycling in London has more than doubled in the last decade. Bikes now make up around a quarter of rush hour traffic in central London* – but there are few special routes or facilities for them. The proposed Superhighway would create a separate cycle corridor to improve safety and reduce conflict between motor vehicles and cyclists. It has been designed to encourage the large numbers of people who would like to cycle, but currently feel unable to. Data from existing Barclays Cycle Superhighways suggests the new route would also draw cyclists away from other routes in central London which are less suitable for them.

*Source: TfL Cycle Census 2013



2

Where would the North-South Cycle Superhighway go?

The new route would start at Elephant & Castle, where it would connect to the existing Barclays Cycle Superhighway Route 7 (CS7) at Princess Street. From Elephant & Castle the North-South Cycle Superhighway would run along St. George's Road, through St. George's Circus, along Blackfriars Road and cross Blackfriars Bridge before connecting to the proposed East-West Cycle Superhighway on the north bank of the River Thames.

It is planned to then continue to King's Cross using New Bridge Street, Farringdon Street, Farringdon Road and quieter backstreet roads. See maps in this leaflet for further details. Future extension of the route north of King's Cross will be investigated in conjunction with the King's Cross Improvement scheme.

Proposed road layout changes

The new route would mean major changes to the road layout including:

- A wide, two-way, kerb-segregated cycle track in the road, replacing some traffic lanes along most of the proposed route between Elephant & Castle and Farringdon station. The segregation would be removable in certain areas for the Lord Mayor's Show and other events
- A planned 'Quietway' back-street cycle route north of Farringdon station to King's Cross
- Redesigned junctions
- Banned turns for motorists (see the maps for locations)
- New pedestrian crossings for example on St. George's Road and New Bridge Street
- Changes to parking and loading
- Changes to bus stops, including new bypasses for cyclists
- Changes to footways and pedestrian crossings. There would be footway extensions in some areas, including St. George's Circus and Ludgate Circus. However, there are also areas where we would need to reduce the footway width to make room for the cycle track

For more information please see the maps overleaf and detailed designs at tfl.gov.uk/cycle-north-south.

3

What other benefits would the new route bring?

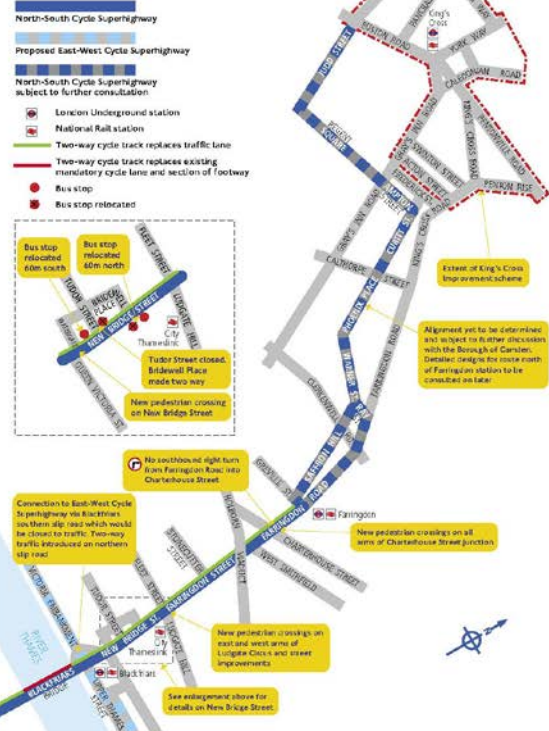
- A wide segregating island between the cycle track and traffic lanes along Blackfriars Road which could be used for deliveries and for setting-down bus, coach and taxi passengers
- On Blackfriars Road there would be an increased distance between the western footway and the road and a narrowing of the overall road width, creating a more pleasant pedestrian environment
- Improvements including new street furniture and planting
- Links to other existing and proposed cycle routes including the proposed East-West Cycle Superhighway (please see separate consultation at tfl.gov.uk/cycle-east-west)
- The proposed route along Blackfriars Road would help in the significant regeneration of this road. This is a shared aspiration with Southwark Council and has already started with many new developments underway
- Redesigned junctions at the Stamford Street junction with Blackfriars Road and at Ludgate Circus
- A refurbished St. George's Circus with improvements to the footway and new pedestrian crossings
- Improving Blackfriars Road as a key walking and cycling route linking Elephant & Castle, the River Thames and the City of London
- New and upgraded pedestrian crossings, for example at Stamford Street and Ludgate Circus
- New cycle parking



4

Blackfriars - King's Cross

This map shows some of the main changes proposed along the route. For detailed proposals visit tfl.gov.uk/cycle-north-south



5

Elephant & Castle - Blackfriars

This map shows some of the main changes proposed along the route. For detailed proposals visit tfl.gov.uk/cycle-north-south



Visualisation of proposed segregated two-way cycle track at Blackfriars Road

What impacts would this scheme have on other road users?

Our analysis shows the proposals would mean longer journey times for motorists and bus, coach and taxi passengers along most of the route, both during construction and once complete. There would also be longer journey times for users of many of the roads approaching the proposed route and longer waits for pedestrians at some signalised crossings. Please see tfl.gov.uk/cycle-north-south for more information.

TfL is developing wider traffic management plans for central London to help reduce the traffic impacts of this scheme and others, including those proposed by London local authorities and developers. This will include investing in advanced traffic signal technology to allow us to better manage traffic depending on differing conditions at any given time. There will also be customer information to enable road users to make informed journey choices and campaigns to encourage road users to check before they travel.

How else would the proposals affect other road users?

Parking and loading: We would need to relocate or remove some existing kerbside parking and loading to make space for the cycle track. Details are available at tfl.gov.uk/cycle-north-south.

Businesses, servicing and deliveries: We continue to work with businesses and freight operators to minimise the impact of these proposals on their operations. If your home or workplace is on or near the proposed route please let us know if the proposals could affect your deliveries, collections and servicing. We encourage you to discuss these proposals with the companies undertaking these operations.



How do I view the detailed proposals and have my say?

View and comment on the detailed proposals and other supporting information at tfl.gov.uk/cycle-north-south. You can also visit our public exhibitions or request paper copies of the proposals and a postal response form. See the back of this leaflet for further details.

Construction work

Subject to the outcome of this consultation we plan to start work in early 2015 and complete by spring 2016. It is likely that work would involve some significant disruption, although we would try to minimise this as much as possible. We would write to local residents, businesses and road users before starting work.



North-South Cycle Superhighway between Elephant & Castle and King's Cross

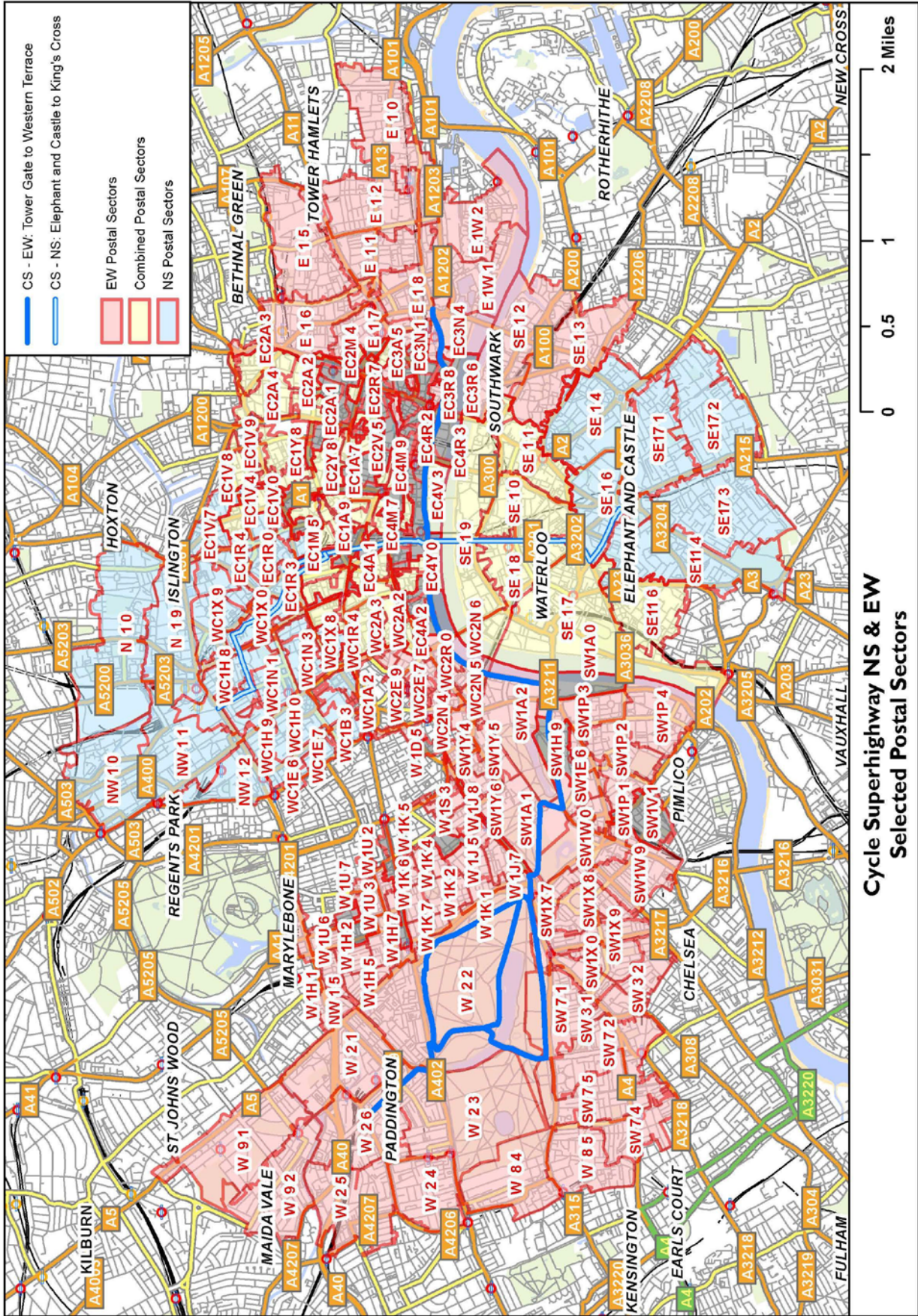
Consultation closes Sunday 9 November 2014.

Go online to have your say:

- tfl.gov.uk/cycle-north-south
- Public exhibitions at 197 Blackfriars Road (opposite Southwark Underground station) on 22 September and 10 October and at Blackfriars Underground station northern ticket hall on 10 and 18 September and 2 October all from 16.00 to 20.00. More dates and details at tfl.gov.uk/cycle-north-south

Paper copies of plans and a response form are available by writing to FREEPOST TFL CONSULTATIONS or calling 0343 222 1234 (option 3, then option 1)





**Cycle Superhighway NS & EW
Selected Postal Sectors**

Appendix E – email to people on the TfL database

[Home](#)

[Plan journey](#)

[Status update](#)

[Cycling](#)



CYCLING



Dear,

I am writing to let you know that Transport for London would like your views on proposals for two new Cycle Superhighways through central London.

The proposed routes are as follows:

- East-West Cycle Superhighway between Tower Hill and Acton
- North-South Cycle Superhighway between Farringdon station and Elephant & Castle. North of Farringdon station, the route is planned to connect to a new 'Quietway' back-street cycle route to King's Cross. This will be consulted on at a later date

Both routes would mean changes to the road layout to create a largely segregated two-way cycle track, designed to improve safety for cyclists. We would create space for the new Superhighway by reallocating road space from other traffic and changing the operation of some junctions, including banning some turns for motorists.

For further details and to have your say, please visit tfl.gov.uk/cycle-consultations

The consultations close on Sunday 19 October 2014.

Yours sincerely,

Nigel Hardy
Road Space Management Sponsorship

Appendix F – list of stakeholders emailed

London Borough of Richmond Upon Thames
South London Business Forum
Space Syntax
London Borough of Lambeth
London Borough of Waltham Forest
London Borough of Hillingdon
Conway AECOM
City of Westminster
Westminster City Council
The British Dyslexia Association
British Motorcyclists Federation
Soho Society
The British Motorcyclists' Federation
Westfield Shepherds Bush
Steer Davies Gleave
London Borough of Brent
Keltbray Limited
London European Partnership for Transport
THAMES EXECUTIVE CHARTERS
Big Bus
ETOA
London Borough of Wandsworth
London Borough of Hounslow
Hillingdon mobility forum
Metropolitan / City Police
City of London Police
London Cab Drivers' Club
Living Streets
Southwark Cyclists
The Original London Sightseeing Tour /London Pride Sightseeing Ltd,
London Borough of Sutton
Hammersmith & Fulham Cyclists
DHL UK and Ireland
London United Busways Ltd,
TfL
Croydon Coaches (UK) Ltd t/a Coaches Excetera,
GLA
Walk London
Camden mobility forum
Institute of Advanced Motorists
Ringway Jacobs
London Borough of Barnet
Northbank BID
Abellio West London Ltd t/a Abellio Surrey,
London Cycling Campaign
Original Tour
London Borough of Havering
Future Inclusion

Future Inclusion/IDAG
CABE
Residents Society of Mayfair and St James's
Roadpeace
Campaign for Better Transport
LB Bexley
City Hall
Greater London Authority
British Retail Association
Oxford Tube (Thames Transit),
Automobile Association
The AA
Inclusion London
City of London
London Fire Brigade
aswaston - superdrug
A.S. Watson
First Beeline Buses Ltd,
Golden Tours
Golden Tours (Transport) Ltd,
One Events
House of Commons
TfL (Cycling related projects) Quietways and Grid
Chalkwell Garage & Coach Hire Ltd,
London Borough of Hackney
Metropolitan Police - Community Police
Green Urban Transport Ltd,
Colas Volker Highways URS
Traffic Police
National Grid - electricity
London Borough of Bromley
Ealing Broadway BID
Alive in Space Landscape and Urban Design Studio
British Motorcycle Federation
London Borough of Bexley
COLLIERS LAUNCHES
Passenger Focus
South Herts Plus Cycle Training
Asian Peoples Disabilities Alliance
Arriva Kent Thameside/Kent & Sussex, Arriva Guildford & W Sussex,
Guide Dogs for the Blind Association
Metropolitan Police
LB Tower Hamlets
Barking & Dagenham Cycling Campaign
Barnet Cyclists
Baroness Flather
London Borough of Lewisham
LB Hillingdon
Borough Cycling Officers Group
Parliament Security
Independent Disability Advisory Group
Sustrans

Iford Town BID
LB Richmond
LB Hackney
Southbank Employers Group
Supreme Court
Hamilton-Baillie Associates Ltd.,
Independent Shoreditch
All Hallows by the Tower church
Bexley Accessible Transport Scheme,
Bexley Cyclists
Lancaster London Hotel
ABSOLUTE PARTY CRUISES LTD
Parliamentary Estates
London Borough of Enfield
Licensed Taxi Drivers Assoc (LTDA)
The Licensed Taxi Drivers' Association
RICS / Roux Restaurant
Thorney Island Society
Living Streets - Hackney
London Borough of Islington
Brent Cyclists
LB Camden
Association of British Drivers
Metropolitan Police Service
Royal Household
British Cycling
Dial-a-Cab
Bromley Cyclists
Royal Borough of Kingston Upon Thames
CBI-London
Medway Estate Residents' Forum
Wandsworth Cycling Campaign
London Borough of Wandsworth
MP
Road Haulage Association
London Borough of Richmond
CCG City and Hackney
Camden Cyclists
London Borough of Greenwich
Campbell's
Capital City School Sport Partnership
Baynard House Car Park
Association of Guide Dogs for the Blind
The Association of Guide Dogs for the Blind
LB Croydon
Transport for London
London Borough of Harrow
Living Streets - Islington
Central London Forward
Stratford Renaissance Partnership
Confederation of Passenger Transport
Guide Dogs for the Blind - Inner London District team

SEBRA
South East Bayswater Residents Association
Borough Cycling Officers Group (BCOG)
Road Danger Reduction Forum
Hartnell Taylor Cook
Living Streets - Merton
LONDON RIB VOYAGES
LB Waltham Forest
London Borough of Merton
Royal Borough of Kensington and Chelsea
HQS Wellington
Action Disability Kensington & Chelsea
London Borough of Ealing
Joint Mobility Unit
LB Hammersmith & Fulham
LB Hounslow
London Borough of Southwark
London Borough of Camden
CTC
London ambulance Service
Royal Borough of Greenwich
G4S
Westminster School
Westminster Abbey
Merton Metropolitan Police Service
THAMES LUXURY CHARTERS
Terravision Transport Ltd / Stansted Transport Ltd,
Angel BID
English Heritage
City Cyclists
Green Flag Group
London Borough of Haringey
HMRC
Department for Transport
Arriva London North Ltd,
CCG Central London (WESTMINSTER)
Green Line (Arriva)
London Borough of Tower Hamlets
All Party Parliamentary Cycling Group
Blue Triangle Buses Ltd,
LB Ealing
Redwing (Evan Evans)
Redwing Coaches (Pullmanor Ltd),
London Borough of Bromley
London Cycling Campaign (Westminster)
Royal Town Planning Institute (RTPI)
RIVER THAMES BOAT HIRE
Northbank Guild
Metrobus Ltd,
TfL River Services
Central London NHS Trust
M Moser associates

London borough of Croydon
Heritage London
MIND
EDF Energy
Barking and Dagenham
LB Enfield
Motorcycle Industry Association
National Motorcycle Council
Croydon Cycling Campaign
Bayswater Residents Association
Freight Transport Association
Ifs learning
Hainault Business Park
Cyclelyn
bikeworks
Cycle Confident
Royal Greenwich Cycle Training
Cycling Tuition
Sixty Plus
Enterprise Mouchel
London Borough of Lambeth
London Borough of Barking & Dagenham
LB Haringey
Cyclists in the City
London Borough of Kingston Upon Thames
TfL (Specific groups)
London Borough of Westminster
Ministry of Defence
CABE - Design Council
Reliance
Living Streets Action Group
Oxford Tube (Stagecoach)
LB Islington
London TravelWatch
RAC
London Cycling Campaign (Ealing)
CTC 'Right to Ride' Network
Reliance Travel,
Argall BID
bikeXcite
London Borough of Lambeth
LB Wandsworth
Westminster City Council Conservation Officer
Royal Parks
Marshalls
Marshalls Coaches,
Sullivan Bus and Coach Ltd
THAMES RIB EXPERIENCE
LB Brent
Guide Dogs Association
London Borough of Newham
London Civic Forum

Institute for Sustainability
Central London Freight Quality Partnership
London Chamber of Commerce
South London Partnership
London First
The Excel Centre
Chauffeur and Executive Association
Disabled Persons Transport Advisory Committee
Ealing Cycling Campaign
LB Southwark
The Ghost Bus Tours Ltd
London Private Hire Board
Carlton Motors Ltd
Westminster Abbey
Westminster Abbey
AA
The Automobile Association
Royal Institute of Chartered Surveyors
London Borough of Southwark
Westfield London
Leonard Cheshire Disability
Enfield Cycling Campaign
LCC Enfield
LONDON RIVER CRUISES LTD.
National Trust
Sutton Centre for Voluntary Sector
Vogt and Maguire shipbroking Ltd
LOWER THAMES & MEDWAY
Daily Express
Express Newspapers
Sense
London Riverside (Rainham)
Transport for All
Islington mobility forum
Action for Blind People
Vauxhall One BID
Tower Hamlets mobility forum
REEDS RIVER CRUISES
West London
Pedal4Health
London Borough of Richmond-Upon-Thames
Inner and Middle Temple
STA Bikes Ltd.
West London Alliance
Tyssen Community School Cycle Training
LB Lambeth
Age UK London
Bucks Cycle Training
Health Poverty Action
Radio Taxis
VISCOUNT CRUISES/CAMPION LAUNCHES
THAMES & ORWELL MARINE SERVICES

London Cycling Campaign (Lewisham)
Croydon
City of Westminster
London Borough of Redbridge
Department for Transport
Birmingham City Council
The Kings Ferry Ltd,
Confederation of Passenger Transport UK
3663 First for Foodservice
Cycle Confidence
Greenwich Cyclists
Chauffeur & Executive Assn
Somerset House
The Novotel, City
Hackney Cycling Campaign
HF Cyclists
Haringey Cyclists
Harrow Cycling Campaign
Havering
Household Cavalry Mounted Regiment
Royal Horse Artillery
City of London School
Guide Dogs
Covent Garden Market Authority
Time for Twickenham
LB Bromley
LoveWimbledon BID
National Children's Bureau
E J LANGLEY
GLA
GLA (Planning)
London Borough of Wandsworth
London Chamber of Commerce and Industry (LCCI)
Hillingdon Cycling Campaign
Neighbourcare St John's Wood & Maida Vale
The fishmongers company
Hounslow Cycling Campaign
Waterloo Quarter
CSC
DNB Bank
Lambert Council
The hung drawn and quartered
Christopher Stephen Hunn t/a Travel with Hunny/TWH,
Age UK
Sainsbury's Supermarkets
Children's Society
Bexleyheath BID
Brookline
CHAS NEWENS MARINE
City Bikes (Vauxhall Walk)
Cycle Experience
Cycle Training UK (CTUK)

Cycle-wise Thames Valley
www.cyclinginstructor.com
Go-Coach Hire Ltd
R Hearn t/a Hearn's Coaches,
Heart of London Business Alliance
RS Hispaniola
Hyde Park Stables
IT Skillfinder
Disability Alliance
Liam O'Connor Architects
London Bike Hub
London Fire
London Fire and Emergency Planning Authority
Planning Design
CAPE CUVIER LTD
Sloane Robson Investment securities
St John's Wood Society
Stroke Association
THAMES CRUISES
The Mermaid Centre
The Wellington Trust
The Yacht London (Temple Pier)
TOPSAIL CHARTERS
NHS Tower Hamlets CCG
Vandome Cycles
Westminster Cyclists
Westway Development Trust
Wheels for Wellbeing
Wilsons Cycles
Gibson Dunn and Crutcher
Action on Hearing Loss (formerly RNID)
Ocean Leisure
Islington Cycle Action Group
Whizz-Kidz
Urban Movement
Royal Mews
LB Redbridge
Hyde Park Estate Association
LB of Camden
West Twyford Residents' Association
James Bikeability
The Supreme Court
London Borough of Bexley
Tower RNLi
London Transport Users' Committee
Joint Committee on Mobility of Blind and Partially Sighted People (JCMBPS)
Inner Temple institution
London Borough of Lambeth
Porcellio Ltd t/a Meridian Duck Tours,
Royal Borough of Kensington & Chelsea
Transport for London (TfL)
Friends of the Earth

London Borough of Barking and Dagenham
Living Streets Southwark
John Lewis Partnership
LPHCA
South Bucks Cycle Training
Mobile Cycle Training Service
Central London Cab Trade Section
Walk England
Liberal Democrats
Haringey mobility forum
South East London PCT
Greater London Authority
Tesco
Department of Transport
Joint Committee on Mobility for Disabled People (JCMD)
Royal Borough of Kensington upon Thames
Trade Team
Royal London Society for Blind People
Premium Tours
Premium Coaches Ltd,
Croydon Council
Croydon mobility forum
Hertfordshire County Council
Ealing Passenger Transport Users' Group
London Cycling Campaign (Hammersmith and Fulham)
London Duck Tours Ltd
RMT London Taxi branch
Paddington Residents Active Concern On Transport (PRACT)
PRACT
HR Richmond Ltd t/a Quality Line,
Best Bike Training/Cycletastic
Wandsworth mobility forum
CT Plus Ltd t/a Hackney Community Transport,
Garratt Business Park (Earlsfield)
Cycle Systems
East and South East London Thames Gateway Transport Partnership
On Demand PR & Marketing Ltd.,
London Climate Change Partnership
ICOMOS UK
CPT
Northbank Business Improvement District (BID)
Baker Street Quarter
Living Streets - Brentwood
Paddington
Paddington BID
Ocean Youth Connexions
Merton Council
Keith Gould
Hammersmith & Fulham Action on Disability
The Big Bus Company Ltd,
New Addington BID
Kensington and Chelsea Cyclists

RBKC Cycling
The City of Oxford Motor Services Ltd,
X90 (Oxford Bus Co)
DHL
ATCoaches t/a Abbey Travel,
Met Police
KING CRUISES
Kingston Cyclists
Kings Troop
Kimpton Industrial Park (Sutton)
CITY CRUISES PLC
Lambeth Cyclists
RNID (Royal National Institute for Deaf People)
Action on Hearing Loss (RNID)
Hillingdon Council
Fitzrovia Partnership
HMS President.com
CTC, the national cycling charity
Motorcycle Action Group (MAG)
London Suburban Taxi Drivers' Coalition
Lewisham Cyclists
Cycle Training East
Living Streets - Kings Cross (Camden)
Honourable Artillery Company, Army Ceremonial requirements
Apex Hotel and Addendum Restaurant
English Heritage - London
Queensbridge House Hotel
MAYNARD LAUNCHES
RB Kingston
Royal Borough of Kinston Upon Thames
BBC
Licensed Private Hire Car Association
Licensed Private Hire Car Association (LPHCA)
National Trust - London
Greater London Forum for Older People
E11 BID (Leytonstone)
LB Sutton
Universitybus Ltd t/a uno,
University of Westminster
RMT
London Borough of Hammersmith & Fulham
Young Lewisham and Greenwich Cyclists
CROWN RIVER CRUISES
TNT
THAMES LIMO LTD
Megabus/Stagecoach
Metropolitan Police
London Borough Kensington & Chelsea
Wincanton
Transport Initiatives
London Borough of Richmond-Upon Thames
BATEAUX LONDON

THAMES LEISURE

Bidvest Logistics
Orpington 1st
London Borough of Sutton
London Councils
LoTAG
LB Havering
Centaur Overland Travel Ltd,
First Group
First Beeline
Mullany's Coaches,
Willow Lane Trading Estate (Merton)
Brewery Logistics Group
The Cabinet Office
East Surrey Rural Transport Partnership t/a Polestar Travel,
Living Streets - Tower Hamlets
bhs bikeability
Olympus Bus & Coach Company t/a Olympian Coaches,
Merton Cycling Campaign
Clarkes
E Clarke & Son (Coaches) Ltd, t/a Clarkes of London,
Addison Lee
Cycle Newham
Unite The Union
British Land
Confederation of British Industry (CBI)
Institution of Civil Engineers
Inmidtown
Cross River Partnership
London Mencap
Pimlico FREDa
Computer Cab
Centre for Accessible Environments
Laing O'Rourke
In & Around Covent Garden
Westminster City Council
The Kings Ferry
Cabinet Office:
London Borough of Hammersmith and Fulham
AECOM
Evolution Cycle Training
Purple Parking Ltd,
Newham Cyclists
RNIB
London Borough of Sutton
Motorcycle Action Group
London Borough of Hammersmith
London Borough Hammersmith & Fulham
cycling4all
Transport for Greater Manchester
Federation of Small Businesses
BT

Carousel Buses Ltd
Jeremy Reese t/a The Little Bus Company,
Red Rose Travel
Association of Town Centre Management
Olympian
On Your Bike Cycle Training
TURK LAUNCHES
Line Line Coaches (TGM),
National Grid
London Cycling Campaign (Tower Hamlets)
Bayswater BID
Hammersmith London
Queen Mary University of London
Local Government Ombudsman
UK Power Networks
Private Hire Board
Kingston mobility forum
Ensign Bus Company Ltd,
Tower Transit Operations Ltd,
Royal Mail
Marylebone Association
National Express Ltd
THAMES RIVER SERVICES
Vision Impairment Forum
University College London
Land Securities
London Central Cab Section
Rank and Highways Representative for Unite
Taxi and Private hire
Unite the Union (taxis)
Croydon Safer Transport Team
LB Lewisham
London Older People's Strategy Group
Unite
Southgate & Finchley Coaches Ltd
National Grid
Phil Jones Associates
London General
Canary Wharf Management Ltd
City of London Access Forum
philip kemp cycle training
Downing Street
Cycling Embassy of Great Britain
British American Tobacco
Metroline Ltd
London Cycling Campaign (Kensington and Chelsea)
British Medical Association
Middle Temple institution
Rabobank
RADAR London Access Forum
TGM Group Ltd
Redbridge Cycling Centre

The O2
Sardar Ali Khan t/a Red Eagle,
Redbridge Cycling Campaign
The Grange City Hotel
Bayliss Executive Travel
UPS
Port of London Authority
Historic Royal Palaces (HM Tower of London)
Camden Council
inStreatham
New West End Company
Richmond Cycling Campaign
Gatwick Flyer Ltd,
Bexley Council
Lewisham Council
Ealing Council
Department for Transport (Director General, Roads and General)
Parliamentary Advisory Council for Transport Safety (PACTS)
LONDON PARTY BOATS
RIB TOURS LONDON
New West End Company (NVEC)
Express Networks Forum
Mode Transport
London Borough of Redbridge
Association of British Drivers
Cobra Corporate Services Ltd,
Kingston First
The Canal & River Trust
Successful Sutton
Victoria BID
Technicolour Tyre Company
NHS London
SCOPE
London City Airport
Tattershall Castle
Richmond Council
LB Harrow
Anderson Travel Ltd,
GLA
National Autistic Society
Buzzlines
CAPITAL PLEASURE BOATS
Community Transport Association
THAMES CLIPPERS
Central London CTC
Living Streets - Wandsworth
Wandsworth - London Cycling Campaign
RAC Foundation for Motoring
Puzzle Focus Ltd
London Underground
Team London Bridge
London Visual Impairment Forum

Breakspears Road Project
Camden Town Unlimited
Arriva The Shires/ E Herts and Essex,
Norwood Green Residents' Association
Age Concern London
East End Express (X1)
J Brierley & E Barvela t/a Snowdrop Coaches
Thames Water
The Road Haulage Assoc. Ltd.
The Southwark Cyclists
Harrowby and District Residents Association
Spokes Cycling Instruction
Better Bankside
Tower Place West Facilities Manager
Chartered Institute of Logistics and Transport
Thames Tideway project
London Strategic Health Authority
IBM
Croydon North
Sutton mobility forum
Southdown PSV Ltd,
National Express
CRUISE LONDON
GMB
Licensed Taxi Drivers Association
Association of Car Fleet Operators
St Helen's Residents' Association
Barking & Dagenham Safer Transport Team
Barnet Safer Transport Team
Brent Safer Transport Team
Bromley Safer Transport Team
Camden Safer Transport Team
Ealing Safer Transport Team
Enfield Safer Transport Team
Greenwich Safer Transport Team
Hackney Safer Transport Team
Hammersmith & Fulham Safer Transport Team
Haringey Safer Transport Team
Harrow Safer Transport Team
Havering Safer Transport Team
Hillingdon Safer Transport Team
Hounslow Safer Transport Team
Islington Safer Transport Team
Kensington & Chelsea Safer Transport Team
Kingston Safer Transport Team
Lambeth Safer Transport Team
Lewisham Safer Transport Team
Merton Safer Transport Team
Newham Safer Transport Team
Redbridge Safer Transport Team
Richmond Safer Transport Team
Southwark Safer Transport Team

Sutton Safer Transport Team
Tower Hamlets Safer Transport Team
Waltham Forest Safer Transport Team
Wandsworth Safer Transport Team
Westminster Safer Transport Team
Reynolds Diplomat Coaches
London Tourist Coach Operators Association (LTCOA)
LTCOA
House of Common
Get Sutton Cycling
Chelsea Society
Brentwood Community Transport,
Royal Institute of British Architects
Trailblazers, Muscular Dystrophy UK
In Holborn
London Cab Drivers' Club Ltd
London Cab Drivers Club
Heathrow Airport
Enfield Council
AA Motoring Trust
Design for London
Woodfines
Crown Equerry
Living Streets London
British School of Cycling
WOODS RIVER CRUISES
DHL Express
Living Streets
WESTMINSTER PARTY BOATS
Living Streets - Sutton
Westminster Special Events
Tower Hamlets Wheelers
Brasserie Blanc
Business B Ltd t/a The Expeditional,
Belgravia Residents Association
Thomas's London Day Schools (Transport) Ltd
Waltham Forest Cycling Campaign
Parliamentary Estates
Westminster Cycling Campaign
Edgware Road Partnership
UK Supreme Courts
The Company of Watermen and Lightermen
Fitzrovia Neighbourhood Association
Greater London Forum for the Elderly
APC-Overnight
BBC Media Village
Canary Wharf Group
CCG Hammersmith & Fulham
CCG NHS Central London
City link
City of London conservation officer
City of London Girls School

Coach Operators
Crossrail Ltd
Crown Estates
Environment Agency
J P Morgan
Network Rail
Open Spaces Yard
Parcel Force
Parliament House
Parliamentary Estates
Portcullis House
Queen Elizabeth II Conference Centre
RICS and Roux Restaurant
RNLI
Salvation Army International Headquarters
Savoy Hotel
St Benets Met Welsh Church
Stable Way Tenants & Residents Assoc
Sweetspot Events
The Double Tree by Hilton
The Liberty bounds public house
The Owner Drivers' Society
The Walrus and Carpenter public house
Tour Bus Operators
Tower Hamlets conservation officer
University of the Arts (The Costume Store)
Urban Martial Arts London
Wandsworth Community Transport
Wellington Barracks
Westbourne Green Sports Complex
Westminster Society
Westway Sports Complex
TDSCG (Tunnel Design and Safety Consultation Group)