

## Barclays Cycle Superhighway Route 5 between Oval and Belgravia

Consultation closes 14 September 2014.

### Have your say at:

- [tfl.gov.uk/cs5](http://tfl.gov.uk/cs5)

### View and comment on detailed proposals for Oval Triangle:

- [tfl.gov.uk/oval-triangle](http://tfl.gov.uk/oval-triangle)

### Public exhibitions at:

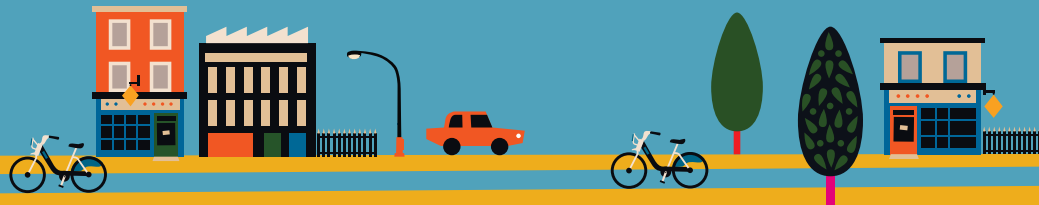
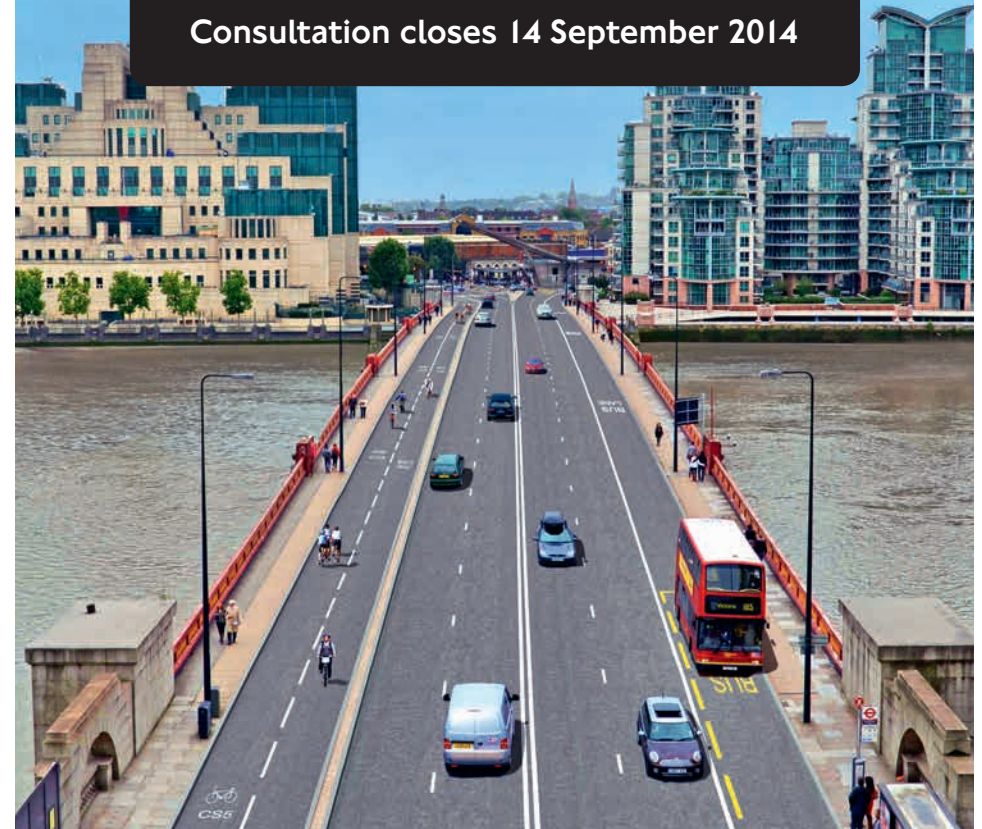
- Pimlico Library  
Lupus Street, SW1V 3EY  
Thursday 10 July, 1500-1900  
Saturday 12 July, 1100-1500
- Montgomery Hall (joint exhibition with the Oval Triangle consultation)  
58 Kennington Oval, SE11 5SW  
Thursday 17 July, 1500-1900
- Church Hall, St Anne and All Saints Church  
Miles Street, SW8 1RL  
Thursday 24 July, 1500-1900

Paper copies of plans and response forms are available by writing to FREEPOST TFL CONSULTATIONS or calling 0343 222 1234 (option 3, then option 1).

# Have your say

On a new Barclays Cycle Superhighway between Oval and Belgravia, featuring safety improvements for cyclists

Consultation closes 14 September 2014



MAYOR  
OF LONDON

  
City of Westminster



 **TRANSPORT  
FOR LONDON**  
EVERY JOURNEY MATTERS

**S3626490**

Date 16.06.14 17:11  
Proof 15  
Agency TFL 04 EA4787

Client TFL  
Campaign Have your say - Pimlico  
Title A5 mailer  
File S36 26490 TFL Pimlico 8pp Mailer  
Colour CMYK Spots -

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## What are we proposing?

Between Oval and Pimlico, TfL is proposing a continuous, largely segregated two-way cycle track, allowing cyclists and drivers to avoid each other, and offering major improvements in safety and comfort for cyclists.

The segregated track will also connect at both ends to new “Quietway” back-street cycle routes. These will allow cyclists from an even wider area of south London to reach much of Westminster and central London on entirely traffic-free or low-traffic routes.

There are three options for the area between Pimlico and Belgravia (see map). Please tell us which you prefer and if you have any suggestions on ways to improve them. Westminster City Council will be developing more detailed proposals on the selected route(s) chosen to be taken forward from views expressed during this consultation. These proposals will be the subject of future consultation.

- **Option One:** cyclists in both directions travel on Belgrave Road, Eccleston Street and Belgrave Place (Route 1). This would require a contraflow cycle lane for southbound cyclists on Eccleston Bridge, Eccleston Street and Belgrave Place
- **Option Two:** northbound cyclists travel on Belgrave Road, Eccleston Street and Belgrave Place (Route 1). Southbound cyclists would travel on Lyall Street, Elizabeth Street and St George’s Drive (Route 2). There would be segregated tracks and new traffic signals to separate southbound cyclists from coaches in the vicinity of the Victoria and Bulleid Way coach stations. This option needs detailed design
- **Option Three:** as Option Two, but southbound cyclists turn right from Lyall Street into Ebury Street, then use Cundy Street, Ebury Square, Ebury Bridge, Sutherland Street and Lupus Street (Route 3)

## Why are we proposing this?

Vauxhall is difficult to avoid for many cycle journeys between south-west and central London. Around 3,000 cyclists use the bridge in the rush hours alone. But Vauxhall can also be a very intimidating location for cyclists, requiring multiple manoeuvres in the middle of often fast-moving traffic. Creating cycle-friendly routes to, from and through Vauxhall is key to opening up south London to cycling.

TfL undertook traffic surveys in April and May 2014 to identify the number of vehicles turning left from Drummond Gate into Vauxhall Bridge Road and turning left from Vauxhall Bridge Road into Millbank. The relatively low numbers of vehicles making these turns suggest that it may be appropriate to ban these turning movements to allow better facilities for cyclists and pedestrians. We would therefore like your views on banning these two turning movements.

TfL is working with Westminster City Council on new proposals for the Pimlico – Belgravia section of the route. Cyclists using CS5 would be able to avoid passing through Victoria gyratory, and have easy access to Buckingham Palace Road and the Ebury Street cycle track.

Westminster City Council is keen to help encourage cycling in the City of Westminster and has recently drafted a Cycling Strategy, which supports the principle of encouraging less experienced cyclists by providing them with facilities that are sometimes segregated to give them confidence to cycle within central London.

## Proposed road layout changes

The new route would mean some substantial changes to the road layout, including:

- A 1.4km two-way segregated cycle track running from the Oval, through Vauxhall, and over Vauxhall Bridge to Pimlico. Road space would be reallocated from general traffic and buses to create improved conditions for cyclists and pedestrians, with connections to other local cycle routes



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**S36**

- Redesigned junction layouts across the route to make them safer and more convenient for cyclists and pedestrians
- Banned turns for motorists at Drummond Gate, Vauxhall Bridge Road and Harleyford Road (see map overleaf)
- Changes to footways and pedestrian crossings. Some areas of footway would be enlarged (particularly at Vauxhall), but we would also need to reduce footway space in some locations to make room for the cycle track. There would be an overall increase in footway area across the route as a whole
- Eastbound bus stop moved from Harleyford Street to Durham Street (about 120 metres), with another on Kennington Oval moved about 30 metres
- Bus stop D on Vauxhall Bridge Road moved to the other side of the junction with Regency Street (approximately 50 metres west)

For more information, please see the map overleaf, and detailed designs and traffic survey data at [tfl.gov.uk/cs5](http://tfl.gov.uk/cs5)

### Other effects of the proposed changes

- We are investigating widening the existing pedestrian and cycle subway under the railway on the north side of Kennington Lane
- We would modify the footbridge next to the railway bridge at Vauxhall to create space for the cycle track
- TfL's traffic network impact analysis shows that the completed scheme would mean longer journeys at busy times for most motorists and bus passengers in the Vauxhall area, as well as at some other points along the route. We would work to mitigate the impact as much as possible, including continuing to invest in our already-sophisticated traffic management systems, and looking to reduce delays to buses by improving journey times at other locations on the same routes

### Is this linked to wider redevelopment plans for Vauxhall?

This scheme is completely separate from the longer-term aspirations for the Vauxhall, Nine Elms and Battersea area. Options for wider changes (including to the road layout and bus stopping arrangements) are still being developed in conjunction with the London Borough of Lambeth and the local community. Consultation on these wider plans is scheduled for autumn 2014. CS5 would be built ahead of any wider Vauxhall scheme and would be incorporated into those proposals.

### How do I view the detailed proposals and have my say?

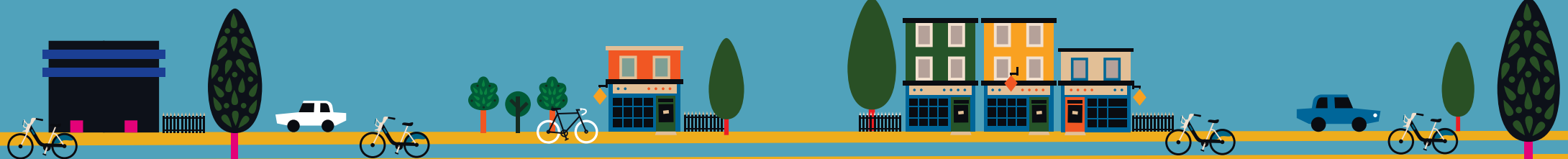
View and comment on detailed proposals at [tfl.gov.uk/cs5](http://tfl.gov.uk/cs5) by **14 September 2014**. You can also visit our public exhibitions or request paper copies of the proposals and a postal response form (see the back of this leaflet for full details).

### Construction work

We plan to start construction work this winter. Construction would cause some local disruption, although we would work to minimise the impact as much as possible. We would write to local residents before undertaking work in their area.

### Junction improvements around Oval station

TfL is also consulting on proposals to substantially redesign four junctions around Oval station. The proposals have been designed to provide more space and time for cyclists, substantially reduce the risk of conflict with turning vehicles, and be fully integrated with CS5, CS7 and other local cycle routes. For more information on this consultation, including joint public exhibitions on CS5 and Oval, please visit [tfl.gov.uk/oval-triangle](http://tfl.gov.uk/oval-triangle), or see the back of this leaflet. The deadline for comments on the Oval junction improvements is **17 August 2014**.



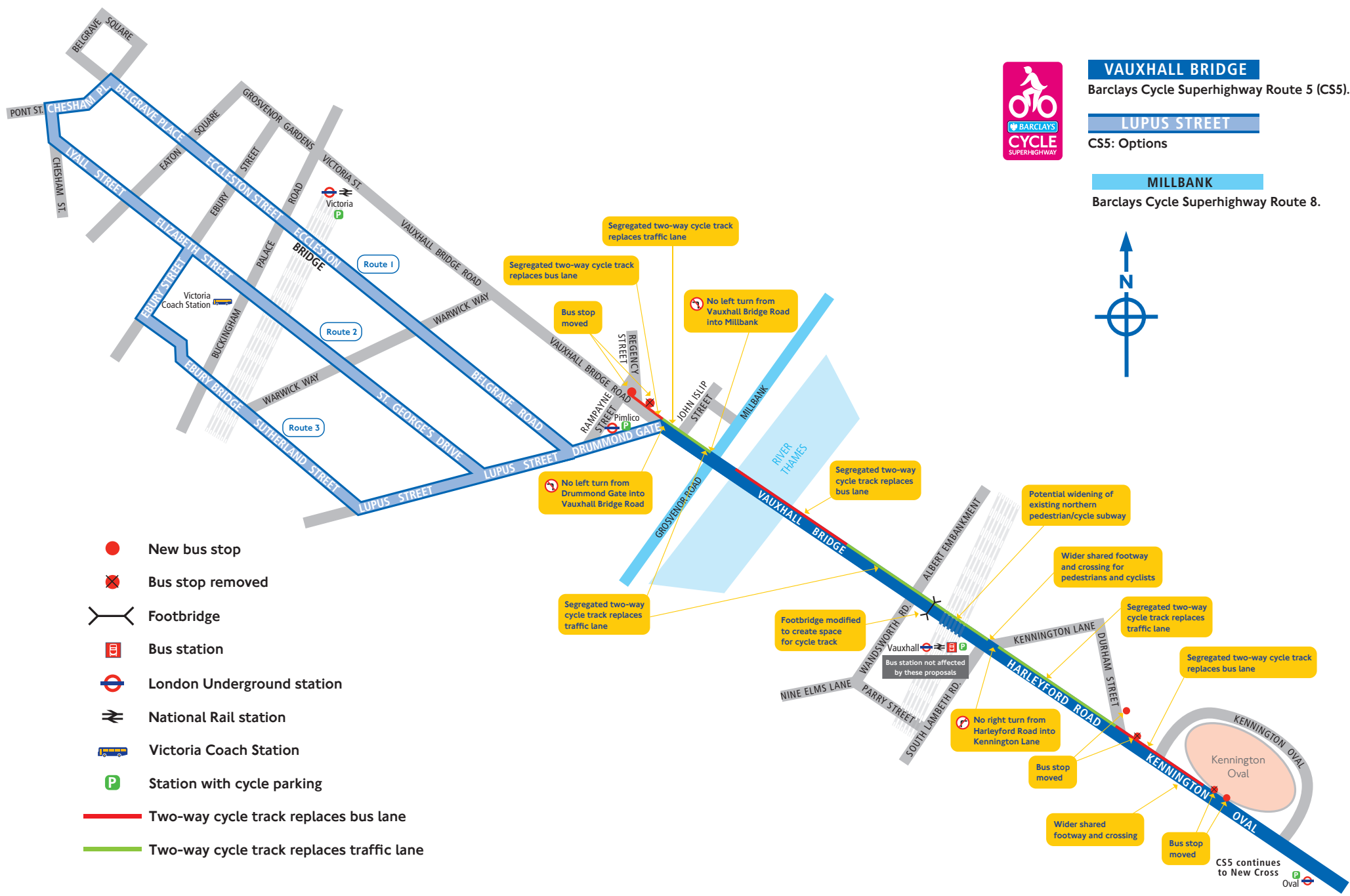
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- VAUXHALL BRIDGE**  
Barclays Cycle Superhighway Route 5 (CS5).
- LUPUS STREET**  
CS5: Options
- MILLBANK**  
Barclays Cycle Superhighway Route 8.

- New bus stop
- ✕ Bus stop removed
- Footbridge
- Bus station
- London Underground station
- National Rail station
- Victoria Coach Station
- P Station with cycle parking
- Two-way cycle track replaces bus lane
- Two-way cycle track replaces traffic lane

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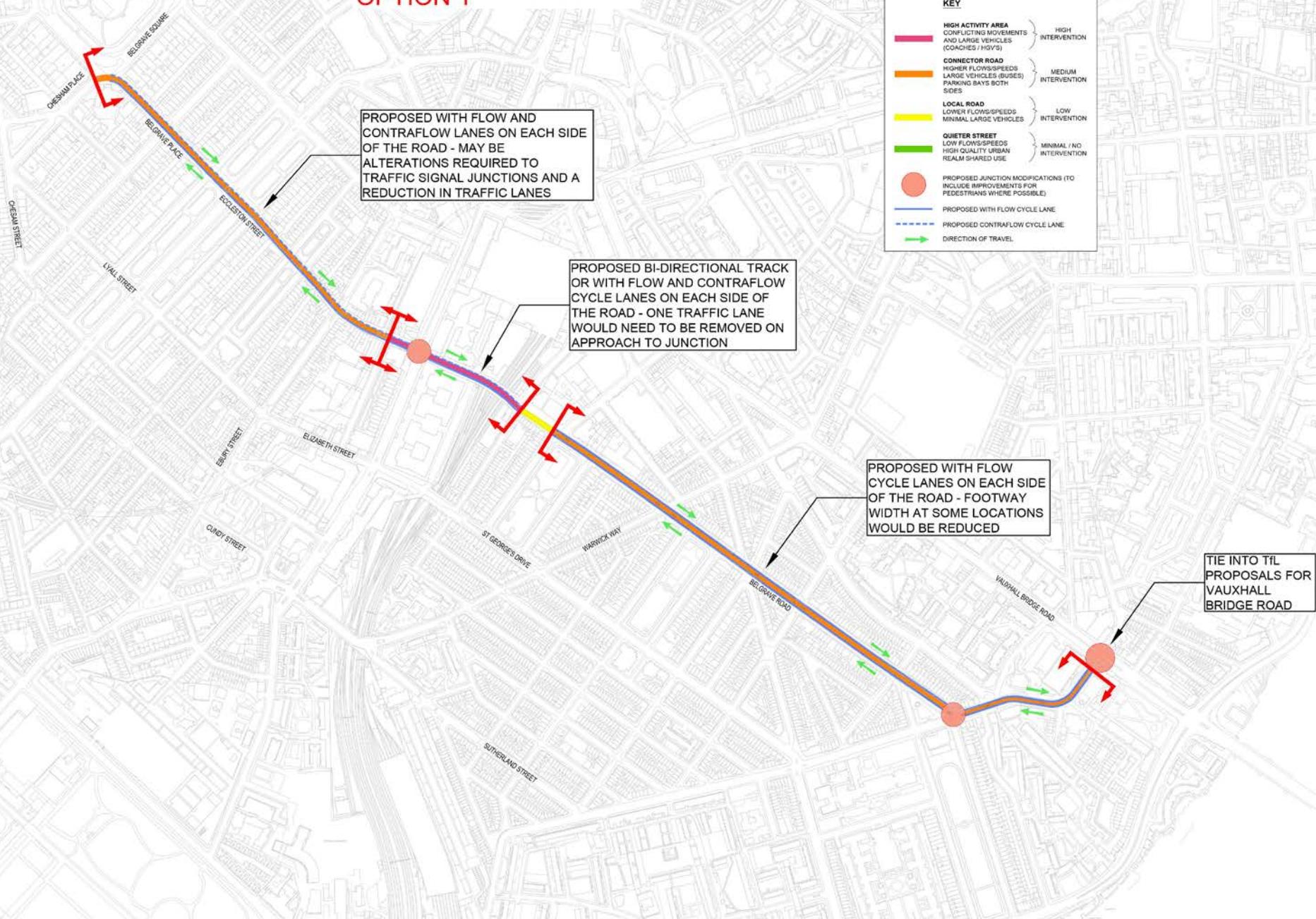
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# CONSULTATION PLAN OPTION 1

KEY		
	HIGH ACTIVITY AREA CONFLICTING MOVEMENTS AND LARGE VEHICLES (COACHES / HGV'S)	HIGH INTERVENTION
	CONNECTOR ROAD HIGHER FLOWS/SPEEDS LARGE VEHICLES (BUSES) PARKING BAYS BOTH SIDES	MEDIUM INTERVENTION
	LOCAL ROAD LOWER FLOWS/SPEEDS MINIMAL LARGE VEHICLES	LOW INTERVENTION
	QUIETER STREET LOW FLOWS/SPEEDS HIGH QUALITY URBAN REALM SHARED USE	MINIMAL / NO INTERVENTION
	PROPOSED JUNCTION MODIFICATIONS (TO INCLUDE IMPROVEMENTS FOR PEDESTRIANS WHERE POSSIBLE)	
	PROPOSED WITH FLOW CYCLE LANE	
	PROPOSED CONTRA/LOW CYCLE LANE	
	DIRECTION OF TRAVEL	



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# CONSULTATION PLAN OPTION 3



KEY	
<span style="color: red;">█</span> HIGH ACTIVITY AREA CONFLICTING MOVEMENTS AND LARGE VEHICLES (COACHES / HGV'S)	HIGH INTERVENTION
<span style="color: orange;">█</span> CONNECTOR ROAD HIGHER FLOWS/SPEEDS LARGE VEHICLES (BUSES) PARKING BAYS BOTH SIDES	MEDIUM INTERVENTION
<span style="color: yellow;">█</span> LOCAL ROAD LOWER FLOWS/SPEEDS MINIMAL LARGE VEHICLES	LOW INTERVENTION
<span style="color: green;">█</span> QUIETER STREET LOW FLOWS/SPEEDS HIGH QUALITY URBAN REALM SHARED USE	MINIMAL / NO INTERVENTION
<span style="color: red;">●</span>	PROPOSED JUNCTION MODIFICATIONS (TO INCLUDE IMPROVEMENTS FOR PEDESTRIANS WHERE POSSIBLE)
<span style="color: blue;">→</span>	PROPOSED WITH FLOW CYCLE LANE
<span style="color: green;">→</span>	DIRECTION OF TRAVEL

PROPOSED WITH  
FLOW CYCLE LANE

PROPOSED SEGREGATED  
KERBED CYCLE LANE WITH  
CYCLE PRE-SIGNAL

PROPOSED WITH  
FLOW CYCLE LANE

PROPOSED  
SEGREGATED KERBED  
CYCLE LANE WITH  
CYCLE PRE-SIGNAL

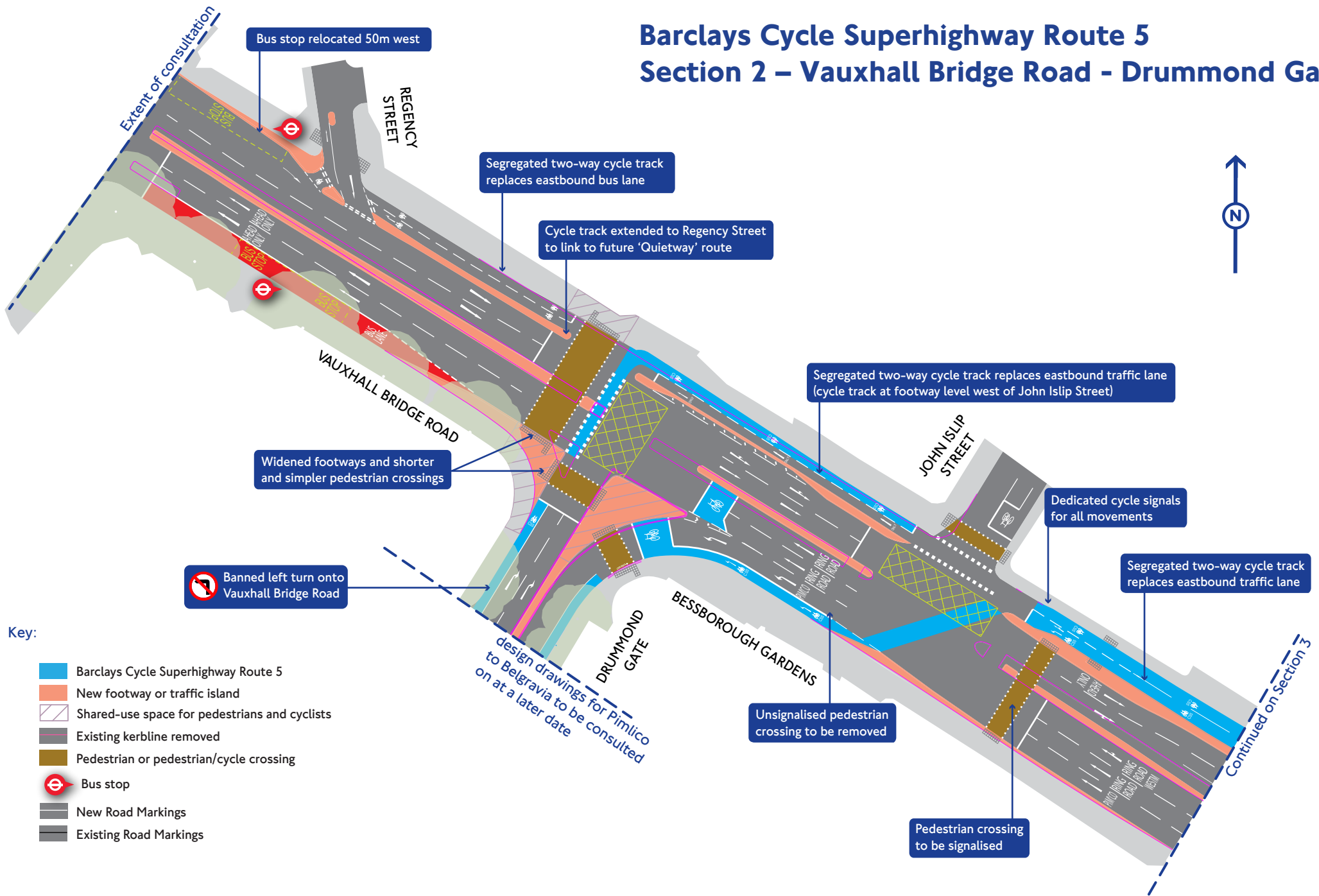
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PROPOSALS FOR  
VAUXHALL BRIDGE  
ROAD

PROPOSED CYCLE  
LANES ON BOTH  
SIDES OF ROAD

PROPOSED WITH  
FLOW CYCLE LANE

# Barclays Cycle Superhighway Route 5

## Section 2 – Vauxhall Bridge Road - Drummond Gate

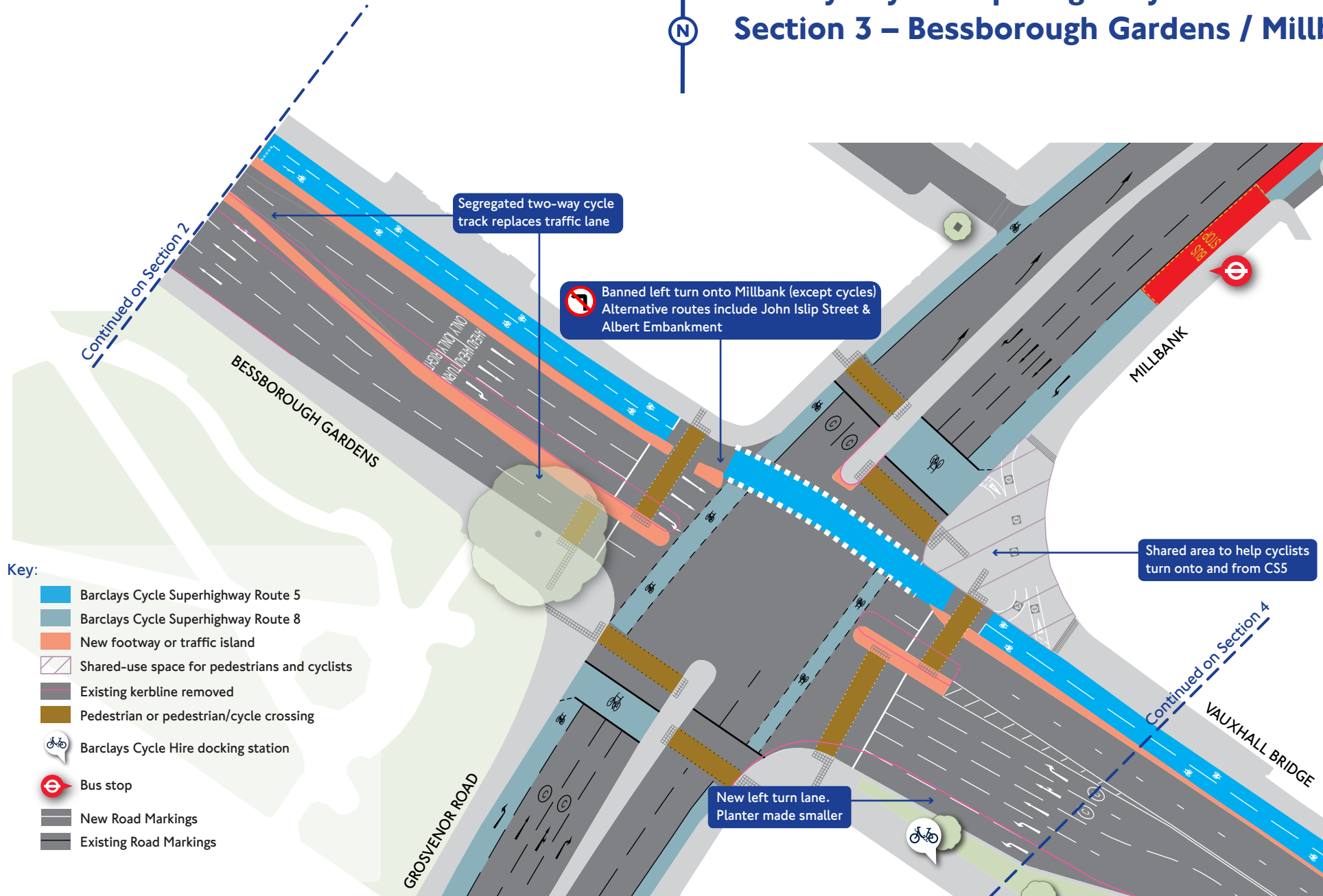




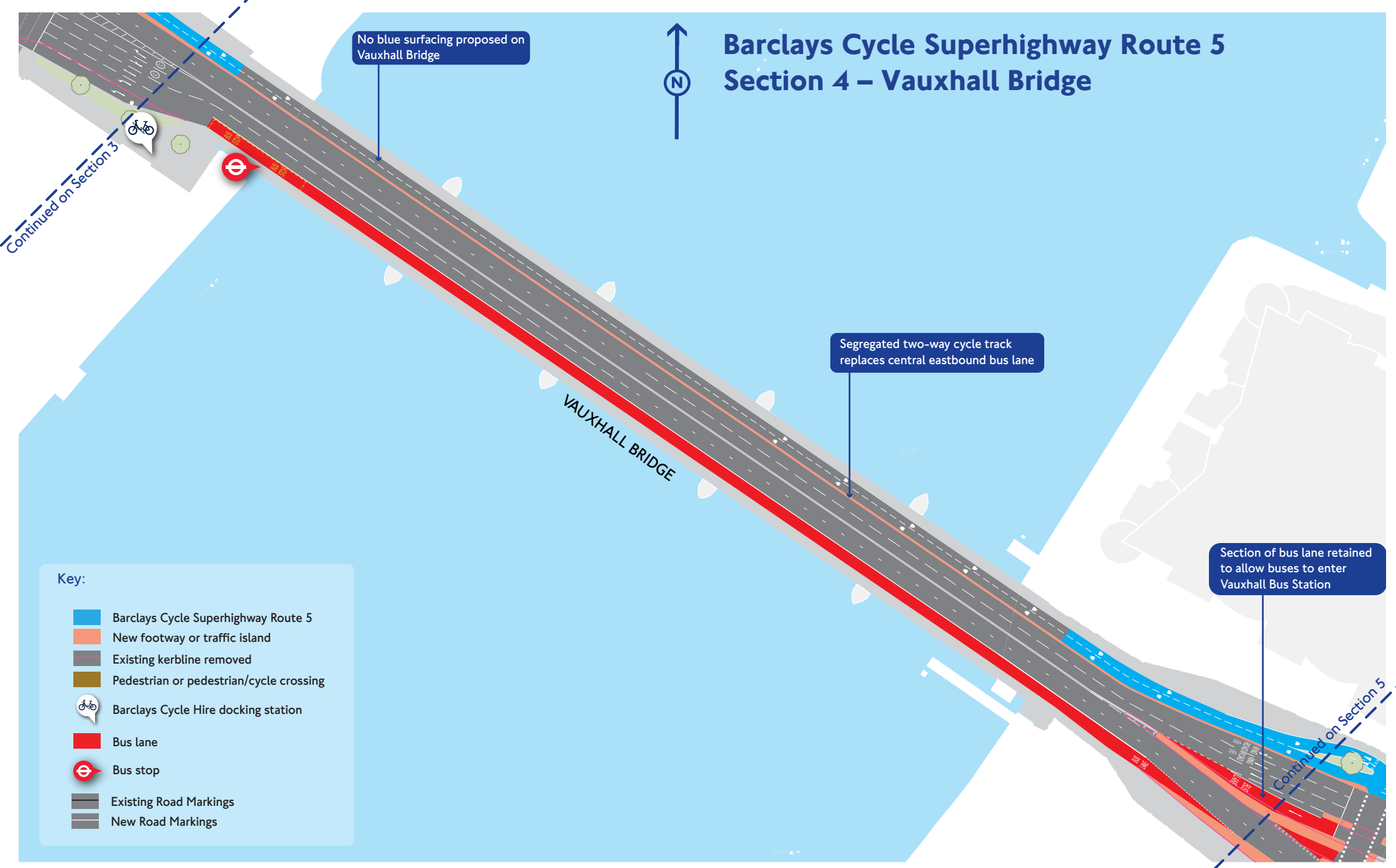


# Barclays Cycle Superhighway Route 5

## Section 3 – Bessborough Gardens / Millbank



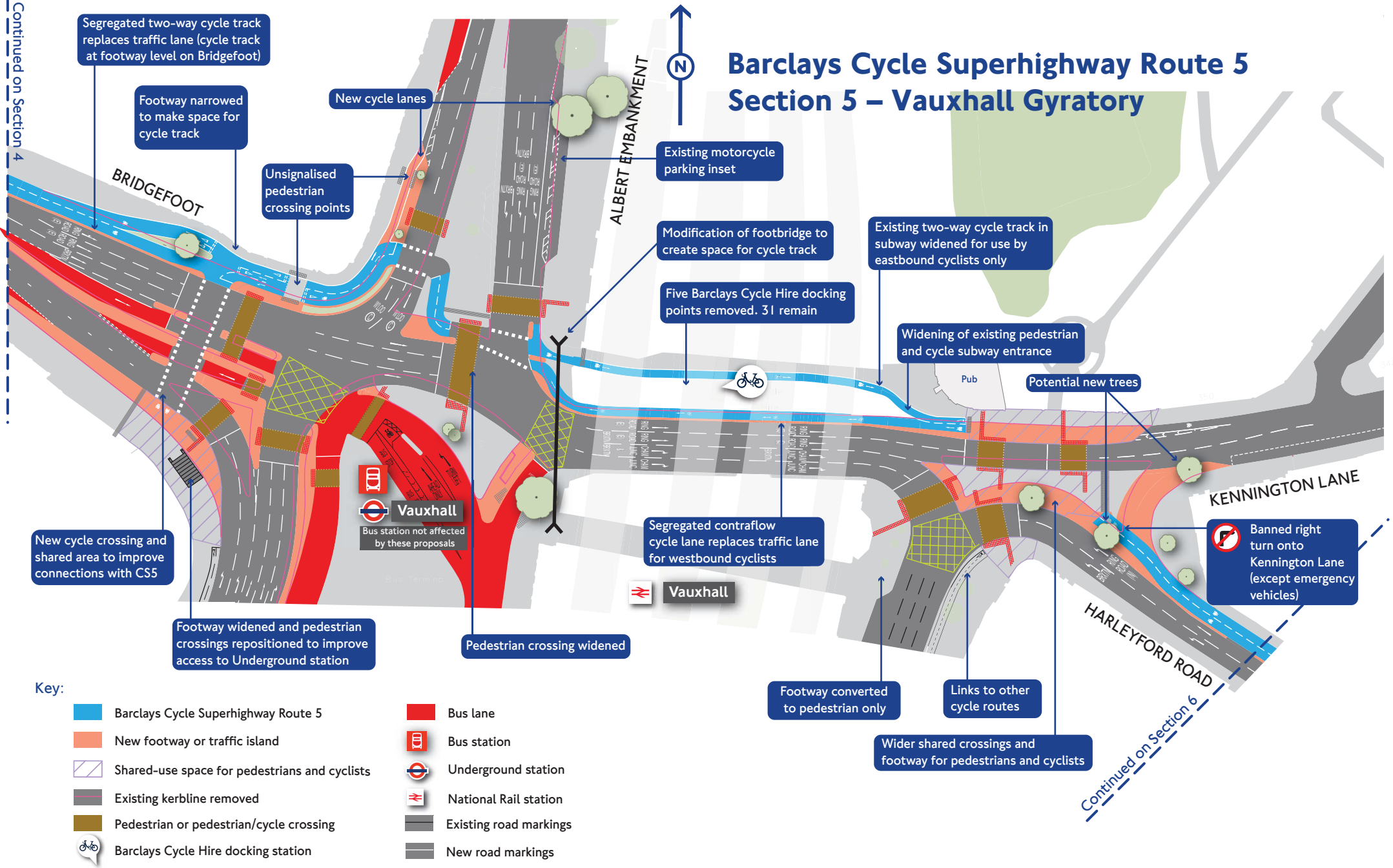
# Barclays Cycle Superhighway Route 5 Section 4 – Vauxhall Bridge



## Key:

-  Barclays Cycle Superhighway Route 5
-  New footway or traffic island
-  Existing kerbline removed
-  Pedestrian or pedestrian/cycle crossing
-  Barclays Cycle Hire docking station
-  Bus lane
-  Bus stop
-  Existing Road Markings
-  New Road Markings

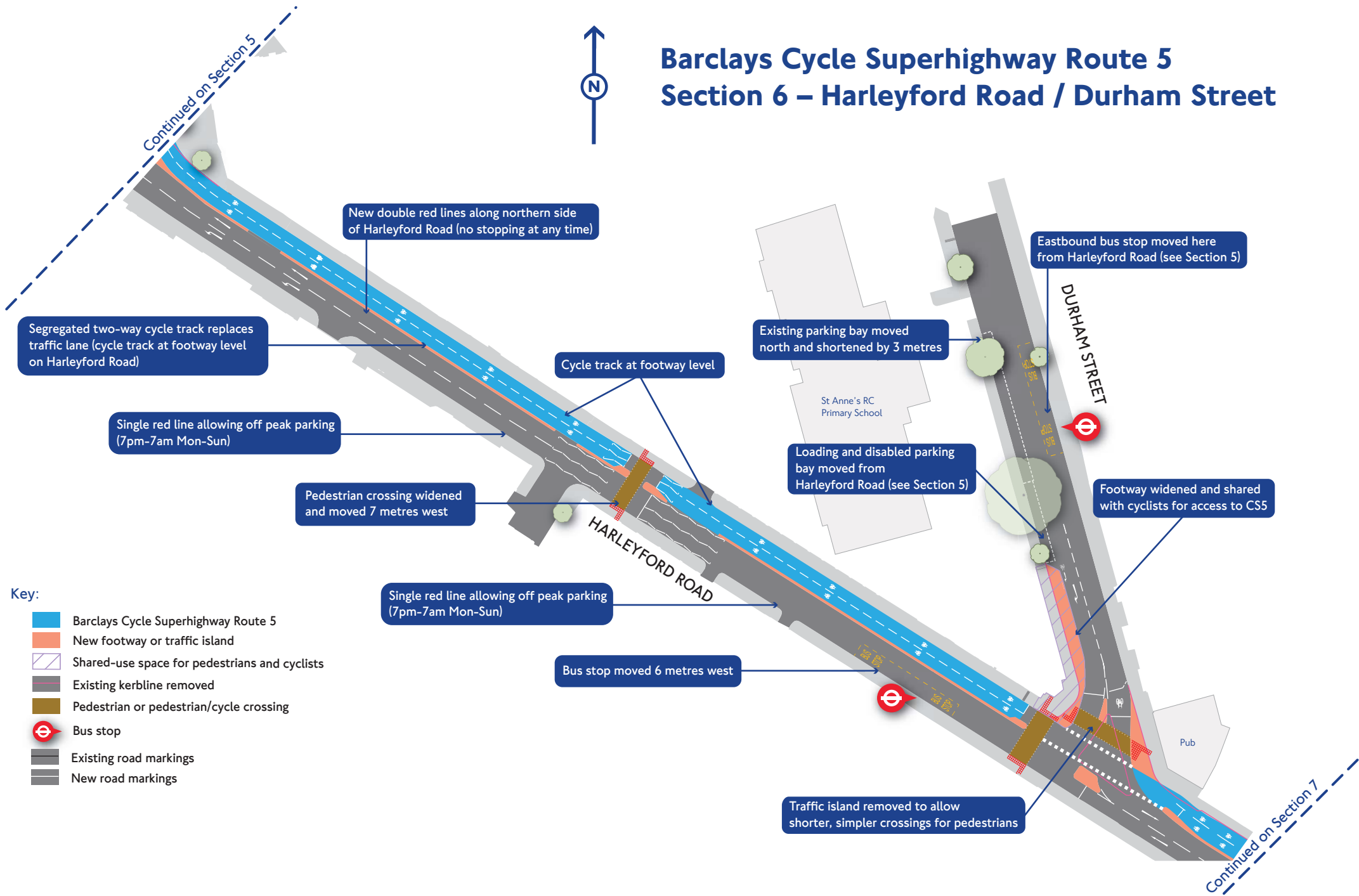
# Barclays Cycle Superhighway Route 5 Section 5 – Vauxhall Gyratory



Key:

- |  |   |  |                        |
|--|---|--|------------------------|
|  | Barclays Cycle Superhighway Route 5           |  | Bus lane               |
|  | New footway or traffic island                 |  | Bus station            |
|  | Shared-use space for pedestrians and cyclists |  | Underground station    |
|  | Existing kerbline removed                     |  | National Rail station  |
|  | Pedestrian or pedestrian/cycle crossing       |  | Existing road markings |
|  | Barclays Cycle Hire docking station           |  | New road markings      |

# Barclays Cycle Superhighway Route 5 Section 6 – Harleyford Road / Durham Street

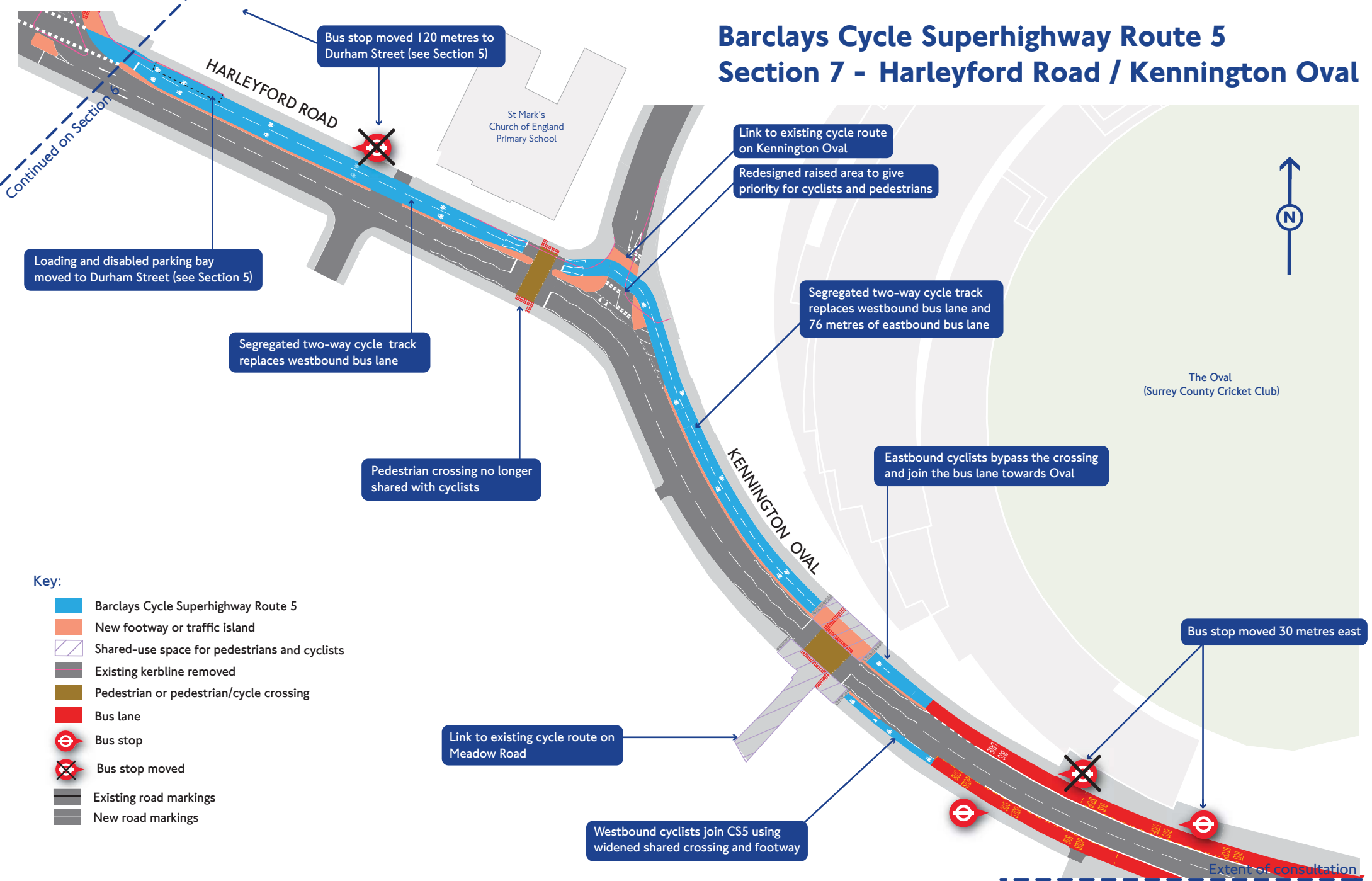


**Key:**

- Barclays Cycle Superhighway Route 5
- New footway or traffic island
- Shared-use space for pedestrians and cyclists
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- ⊖ Bus stop
- Existing road markings
- New road markings

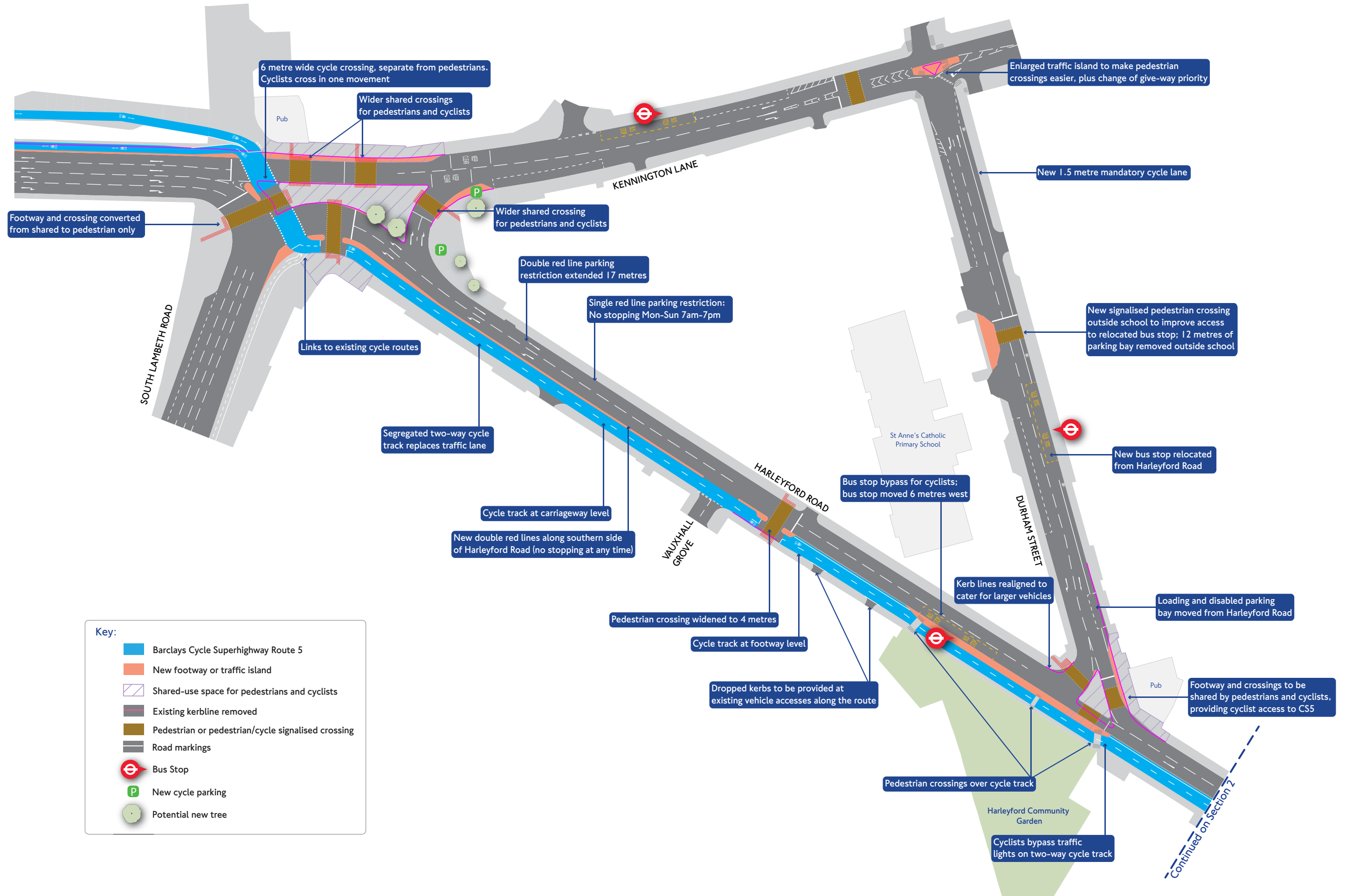
# Barclays Cycle Superhighway Route 5

## Section 7 - Harleyford Road / Kennington Oval

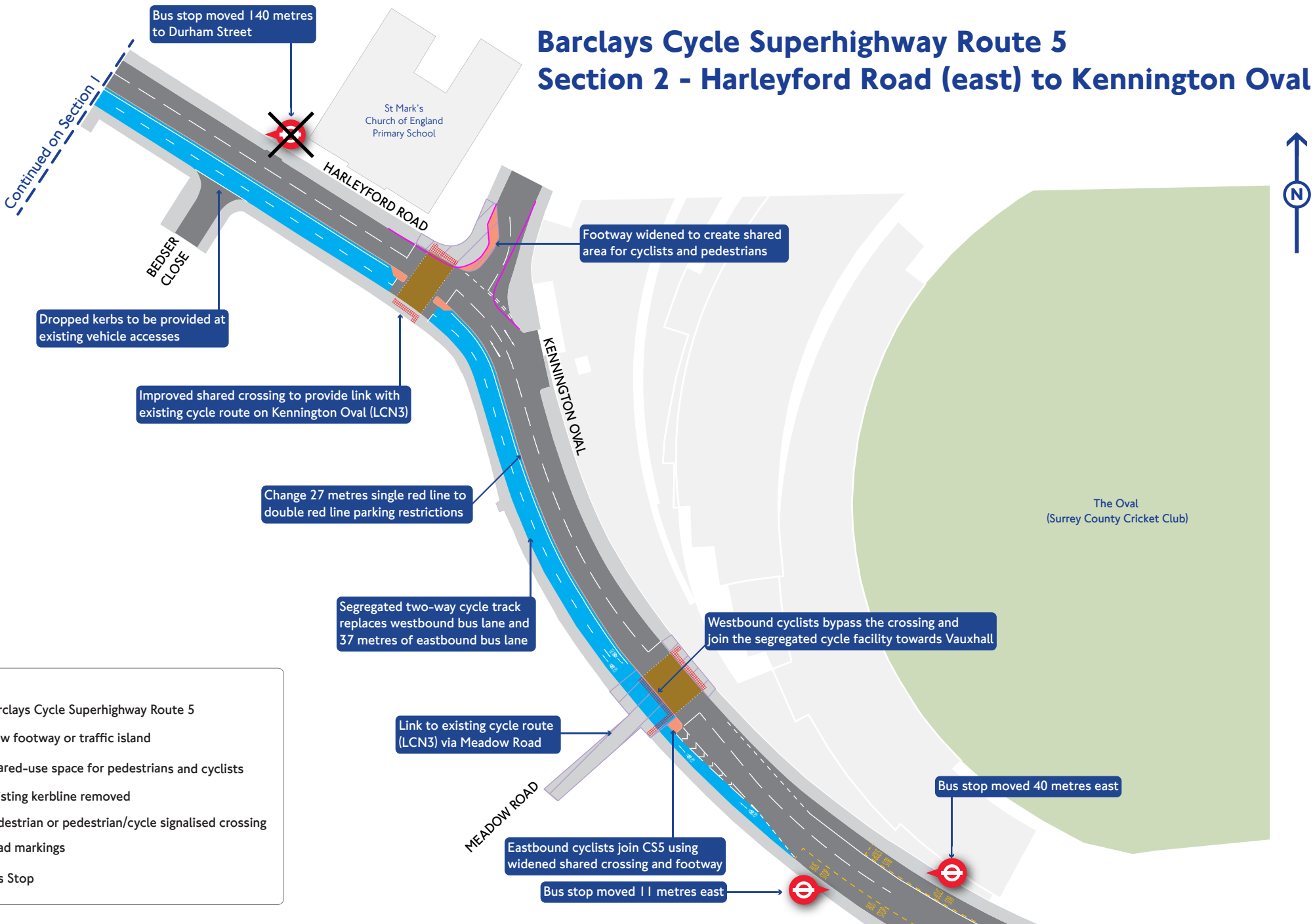


- Key:**
- Barclays Cycle Superhighway Route 5
  - New footway or traffic island
  - Shared-use space for pedestrians and cyclists
  - Existing kerbline removed
  - Pedestrian or pedestrian/cycle crossing
  - Bus lane
  - ⊖ Bus stop
  - ⊖ Bus stop moved
  - Existing road markings
  - New road markings

# Barclays Cycle Superhighway Route 5 Section 1 - Vauxhall gyratory to Harleyford Road (west)



# Barclays Cycle Superhighway Route 5 Section 2 - Harleyford Road (east) to Kennington Oval



**Key:**

- Barclays Cycle Superhighway Route 5
- New footway or traffic island
- Shared-use space for pedestrians and cyclists
- Existing kerbline removed
- Pedestrian or pedestrian/cycle signalised crossing
- Road markings
- Bus Stop