

Executive summary

Between 3 September 2014 and 9 November 2014*, Transport for London consulted on proposals for an East-West Cycle Superhighway between Tower Hill and Acton. This document explains the processes, responses and outcomes of the recent consultation, and sets out our response to issues commonly raised.

** The original closing date was 19 October, but the deadline was extended owing to the large degree of interest generated by the proposals. We also accepted requests from key stakeholders to submit later responses*

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 or facilities for cyclists. The East-West 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 Tower Hill and Acton. We consulted on high-level principles for the route between Paddington and Acton and in Hyde Park, and on detailed proposals for the rest of the route (except St James's Park). Future consultation is planned for those parts of the route 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, meaning a reduction in traffic lanes along most sections of the proposed route
- New segregated cycle tracks replacing a traffic lane in both directions on Westbourne Terrace
- Redesigned junctions, including a segregated route for cyclists through Parliament Square and the partial removal of the Lancaster Gate one-way system
- Banned turns or other restrictions for motorists at various locations
- Changes to parking and loading arrangements
- Changes to bus and coach stops
- Changes to footways and pedestrian crossings
- Segregated cycle tracks on the traffic roads in Hyde Park

More information on the proposals put out for consultation is available in Chapter 1 of this report.

About the consultation

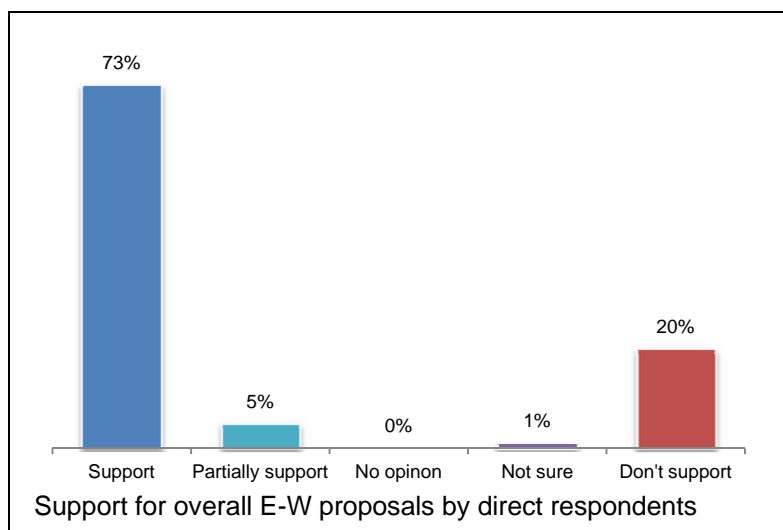
We undertook wide-ranging activity to raise awareness of the consultation, including:

- Leaflets to 230,000 addresses in postcode sectors touching a 0.5 mile radius of the route
- Letters to around 80,000 properties directly affected by changes to parking and loading arrangements
- Emails to over 2 million registered transport users on the TfL database (including Oyster, Congestion Charge, Barclays Cycle Hire)
- Emails to over 700 stakeholder organisations
- Meetings with over 100 stakeholders prior to and during the consultation
- 21 public events during consultation
- Press release and social media activity
- Marketing activities including press adverts, Google text ads, mobile and desktop (including Facebook) display banners, postcode-targeted MMS messaging and face-to-face leafleting to promote consultation drop-in events.

More information about the consultation process is available in Chapter 2 of this report.

Overall responses

TfL received a total of 8,847 direct responses to the East-West Cycle Superhighway consultation. The majority of respondents supported the overall proposals, with 73% fully supporting and 5% partially supporting the scheme. 20% of respondents did not support the proposed scheme. We also received 5,650** emails



submitted using a template on the London Cycling Campaign website, supporting both these proposals and those for the North-South Cycle Superhighway. With these, the overall full support rate is 84% (14,497 responses).

** Not including duplicate submissions or people who had already responded to the consultation directly to TfL

The responses included submissions from 341 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; venues; and a wide range of other organisations and employers across London and beyond. Of these responses from stakeholders and businesses, 65% indicated full support for the proposals. 7% indicated partial support and 20% indicated opposition to the proposals. An overview of stakeholder responses is available in Chapter 3.5 of this report. Appendix B contains a summary of each stakeholder response.

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

General support: From 38% of comments. Themes include gratitude and excitement; suggestions that proposals would improve safety, encourage more to cycle, improve health, reduce congestion and enhance London more generally; requests for it to be delivered quickly

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

Concerns about impact on traffic: Raised by 11% of respondents. Concerns include congestion; journey times; banned turns; impact on public transport, freight, taxis; economic and environmental impact of more congestion

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

Concerns about kerbside access: Loading, parking, 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, bus stop bypass concerns, 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:

- Traffic restrictions, including those proposed at Shorter Street, Trinity Square, Westminster Bridge, Horse Guards Road
- Cyclist access to the route at several locations, particularly Tower Hill, Southwark Bridge and Hyde Park Corner

- Route alignment in Hyde Park
- Both southbound options at Lancaster Gate, due to impact on local stables, parking and the perceived detour for cyclists
- Junction design for cyclists on Westbourne Terrace
- Cycling conditions on the Westway

Please see Chapter 3 and Appendices A and B for further details of responses to consultation.

TfL's response to consultation

Having considered responses received in consultation, Transport for London intends to recommend to its Board that the Tower Hill – Paddington section of the East-West Cycle Superhighway progresses to construction, although with some changes to the proposals set out for consultation (some of which will be subject to further consultation). These changes retain the proposed kerb-segregated cycle track and cycle-separated junctions throughout the route, but reduce the most significant delays to traffic and the scheme's impact on other road users. The changes are described in detail in Chapter 4 of this report and include:

- Changes to reduce the journey time impacts of the proposals for general traffic, including the retention of two westbound traffic lanes between Tower Hill and Northumberland Avenue. Space would be created in various ways, including some reductions in pavement, cycle track and traffic island widths. The changes reduce many of the expected traffic delays, with the previously-predicted 16 minutes delay on journeys from the Limehouse Link to Hyde Park Corner reduced to around 6 minutes.
- Lifting some of the previously-proposed traffic restrictions at Fish Street Hill, Horse Guards Road and Storey's Gate
- New banned turns at Northumberland Avenue and Storey's Gate (subject to further consultation)
- Removal or relocation of a bus/coach stop and removal of one of the three pedestrian crossings near the Victoria Embankment/Northumberland Avenue junction to aid general traffic flow in the area
- Providing more loading, disabled and motorcycle parking on Victoria Embankment and allowing more time for loading
- New design at Lancaster Gate with a more direct route for southbound cyclists (subject to further consultation)
- There will also be consultation on detailed proposals for St James's Park and Hyde Park, which did not form part of the September 2014 consultation.

These and other changes to our original proposals are described in Chapter 4 of this report.

Next steps

TfL Board will meet on 4 February 2015 to decide whether the East-West Cycle Superhighway should proceed to construction between Paddington and Tower Hill. Subject to Board approval, further consultation would start in February 2015 on new designs at Lancaster Gate, Hyde Park, St James's Park, Northumberland Avenue and local changes to kerbside arrangements. TfL will recommend for its Board to grant approval for TfL management to take the final decisions on these sections of route following consultation.

Subject to approval by TfL 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. 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 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.

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

Executive summary

Between 3 September 2014 and 9 November 2014*, 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.

** 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.*

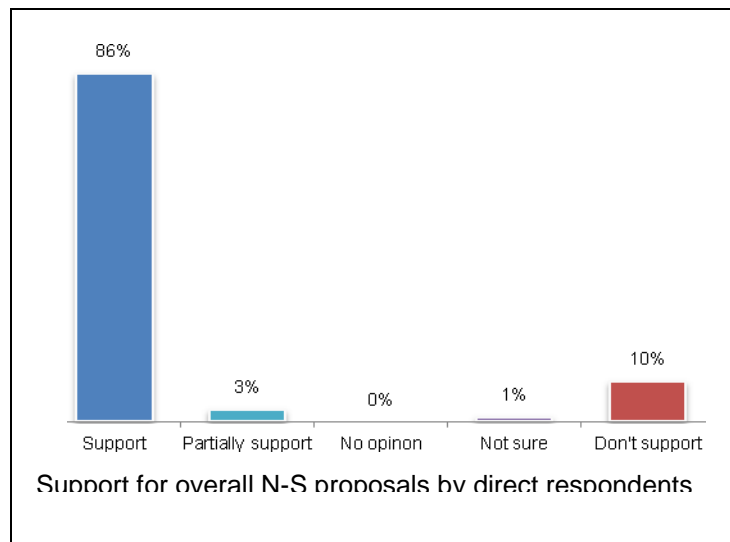
About the consultation

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.

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 5,689** 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.

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

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

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 pedestrian crossings
- Changes to the location of loading, motorcycle and taxi parking along the route as a response to discussions 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.

Barclays Cycle Superhighway Route 2 Upgrade between Aldgate and Bow Roundabout

Response to Consultation
December 2014

MAYOR OF LONDON



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Barclays Cycle Superhighway Route 2 Upgrade between Aldgate and Bow Roundabout

Response to Consultation

December 2014

Executive summary

Between 23 September and 2 November 2014, Transport for London (TfL) consulted on proposals for upgrades to the Barclays Cycle Superhighway Route 2 (CS2) between Aldgate and Bow roundabout. We received 1,455 direct responses to the consultation, of which 89% supported or partially supported our proposals. We also received 2,215 supportive template emails submitted via the London Cycling Campaign website. With these emails, the support rate is 95%.

After considering all responses, we plan to proceed with the scheme with a number of changes, the most significant of which are:

- Creating a 5 metre wide eastbound bus lane which will include a 2 metre wide mandatory cycle lane outside Whitechapel market to accommodate the specific needs of the market and its operation. We will maintain the existing inset loading bays and hours of operation. We will work with Whitechapel market traders to ensure that the bus lane and cycle track remain unobstructed along this section of the route. We will also use the existing bus stop designs in this location rather than bus stop bypasses, as the 5 metre bus lane leaves around 2 metres for cyclists to pass on the outside of buses. A drawing of the new design at Whitechapel market is available at tfl.gov.uk/cs2upgrade
- Where a side road or property access does not create a break in the kerb segregation to allow cyclists to enter and leave the cycle track before a bus stop bypass, we will create a break to allow them to do so
- Extending the loading bays outside Whitechapel Gallery to ensure that exhibitions and the deliveries and servicing of neighbouring local businesses can continue smoothly
- The 25 metre parking bay at Goulston Street will be changed to a loading bay to increase loading provision in the area and meet the requirements of local businesses
- Changes to the Barclays Cycle Hire docking station at New Road, including the removal of 10 docking points to leave 26 remaining
- We will need to remove approximately 20 smaller trees and 2 larger trees. This number has increased from 18 since consultation following changes to the design and further investigations. We continue to investigate how to minimise the loss of trees and we are looking for new locations to replace trees wherever possible
- Removing slightly less pavement space in some areas, including outside Mile End station and west of Adler Street

TfL will recommend to its Board that the CS2 upgrade progresses to construction as proposed in the consultation documents, subject to the changes described above and a number of other minor design alterations. Subject to a final decision by TfL Board, we plan to start construction work in early 2015.

This document explains the processes, responses and outcomes of the recent consultation, and sets out our response to issues commonly raised.

Barclays Cycle Superhighway Route 5 between Oval and Belgravia

Response to Consultation

November 2014

MAYOR OF LONDON



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Barclays Cycle Superhighway Route 5 between Oval and Belgravia

Response to Consultation

Executive summary

Between 9 July and 14 September 2014, Transport for London (TfL) consulted on proposals for a new Barclays Cycle Superhighway Route 5 (CS5) between Oval and Belgravia. We received 912 responses to the consultation, of which 72% supported or partially supported our proposals. After considering all responses, we intend to proceed with the scheme with a number of changes, the most significant of which are:

- Moving the two-way cycle track from the northern side of Harleyford Road and Kennington Oval to the southern side, providing benefits for all road users compared to the previous proposals. We are inviting comments on the revised proposals for Harleyford Road and Kennington Oval from 10 November until 10 December 2014 at tfl.gov.uk/cs5-harleyford-road
- Working with Westminster City Council to put in place traffic-calming measures to reduce the impact of motor traffic in John Islip Street, Ponsonby Place and Ponsonby Terrace. We are also developing a proposal to reroute northbound bus route 88 via Atterbury Street in Pimlico to address local concerns about congestion and potentially improve journey times (subject to further consultation)

Subject to feedback on the revised proposals for Harleyford Road and Kennington Oval, we plan to start construction work on CS5 between Oval and Pimlico in spring 2015. A fuller summary of our planned next steps is available in [Chapter 4](#) of this report.

The section of CS5 between Pimlico and Belgravia is being developed in partnership with Westminster City Council, which is considering the responses to consultation, with a view to consulting on detailed proposals for this section of CS5 in the future. This could include splitting the route between Route Option 1 (Belgrave Road, Eccleston Bridge, Eccleston Street and Belgrave Place) and Vauxhall Bridge Road.

This document explains the processes, responses and outcomes of the recent consultation, and sets out TfL's response to issues commonly raised.

Barclays Cycle Superhighway Route 5 between Vauxhall and Oval

Response to Consultation

January 2015

MAYOR OF LONDON



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Barclays Cycle Superhighway Route 5 between Vauxhall and Oval

Response to Consultation

Executive summary

Between 10 November and 14 December 2014, Transport for London (TfL) consulted on proposals for a revised design for the section of Barclays Cycle Superhighway Route 5 (CS5) between Vauxhall and Oval. We received 268 responses to the consultation, of which 87% supported or partially supported our proposals. After considering all responses, we intend to proceed with the scheme, although with some minor changes to parking and bus stop arrangements, as described in Chapter 4 of the report.

TfL will now recommend to its Board that CS5 progresses to construction as proposed in the consultation documents, subject to the changes described in [Chapter 4](#) and a number of other minor design alterations. Subject to a final decision by TfL Board on 4 February 2015, we plan to start construction work on CS5 between Oval and Pimlico in early 2015. A fuller summary of our planned next steps is available in [Chapter 4](#) of this report.

This document explains the processes, responses and outcomes of this consultation, as well as TfL's responses to issues commonly raised.