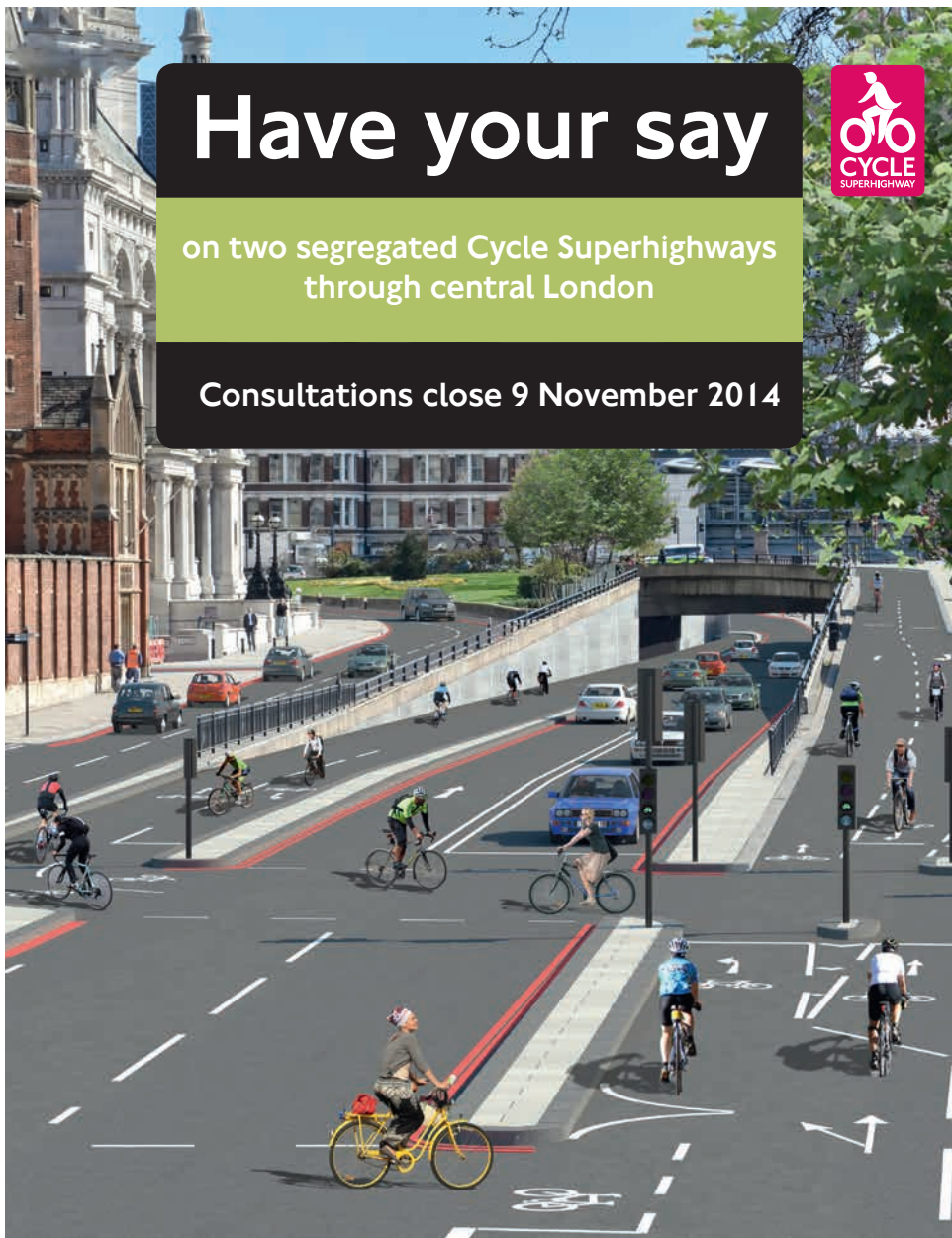


Have your say



on two segregated Cycle Superhighways
through central London

Consultations close 9 November 2014



Please note: leaflet updated to include new consultation closing date and amended map of Hyde Park – Westway section.

- Introduction P. 4
- About the East-West Cycle Superhighway P. 10
- East-West Cycle Superhighway maps P. 19
- About the North-South Cycle Superhighway P. 25
- North-South Cycle Superhighway maps P. 28
- How to respond and public exhibitions

Overview

What are we proposing?

Transport for London (TfL) is proposing two continuous, largely segregated cycle routes through central London.

The **East-West Cycle Superhighway** would run between Tower Hill and Acton, and is being designed in close consultation with our partners City of London and Westminster City Council.

The **North-South Cycle Superhighway** would run between Elephant & Castle and King's Cross, and is being designed in close consultation with its partners in the boroughs of Southwark, Camden, Islington and the City of London. The southern section between Elephant & Castle and Farringdon station would be a continuous substantially segregated two-way cycle track. North of Farringdon station, the route is planned to connect to a new 'Quietway' back-street cycle route, which 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.

Our proposals have been designed to provide clear and convenient routes for cyclists, physically separated from other vehicles. We would create space for the new Superhighways by reallocating road space from other traffic and changing the operation of some junctions. This leaflet contains a summary of our proposals. Please visit tfl.gov.uk/cycle-east-west and tfl.gov.uk/cycle-north-south for more details and to have your say.

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 Superhighways would create separated cycle corridors to improve safety and reduce conflict between motor vehicles and cyclists. They have 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 routes would also draw cyclists away from other routes in central London which are less suitable for them.

*Source: TfL Cycle Census 2013



East-West Cycle Superhighway

Where would the East-West Cycle Superhighway go?

The new Superhighway would start at Tower Hill, where it would connect to the existing Barclays Cycle Superhighway Route 3 (CS3), which runs east to Canary Wharf and Barking. From Tower Hill, the new route would run along Lower and Upper Thames Street, Victoria Embankment, across Parliament Square, through St James's Park, Green Park and Hyde Park, and over the Westway flyover from Westbourne Bridge to Wood Lane. From there, it would continue along the A40 Western Avenue as far as Horn Lane, Acton.*

*Consultation on Westway to Acton section at a later date

There would also be connections to other existing and proposed cycle routes, including the proposed North-South Cycle Superhighway from Elephant & Castle to King's Cross, and potential 'Quietway' backstreet routes to other parts of the City, the West End, Paddington, Maida Vale, Notting Hill and many other places. Quietway routes are also being considered to connect the route to Shepherd's Bush, Hammersmith, Acton, Wembley and Ealing town centres, and the Park Royal trading estate.

Please see the maps on pages 10-17 for further details.

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, meaning a reduction in traffic lanes along most sections of the proposed route. The segregation would be removable in certain areas for ceremonial and state occasions and other major events
- 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. Proposals include the closure of Horse Guards Road at its junction with Birdcage Walk and Great George Street to general traffic (except cyclists and official vehicles), and the closure of Shorter Street to general traffic (except buses and cyclists). Please see the maps on pages 10-17 for details of these and other proposed changes
- Changes to parking and loading arrangements, including a reduction in motorcycle and car parking and the relocation of some coach parking on Victoria Embankment
- Changes to bus and coach stops, including new bypasses for cyclists at Tower Hill, Lower Thames Street (beneath Cannon Street station) and Victoria Embankment
- Changes to footways and pedestrian crossings. There would be footway extensions in some areas, including Parliament Square and Hyde Park Corner. However, there are also areas where we would need to reduce the footway width to make room for the cycle track
- Segregated cycle tracks would be created on the traffic roads in Hyde Park. Further consultation on detailed proposals will take place at a later date, although we welcome comments now on our initial proposals

For more information, please see the maps on pages 10-17 and detailed designs at tfl.gov.uk/cycle-east-west.





Visualisation of proposed segregated two-way cycle track on Victoria Embankment

What other benefits would the new route bring?

- A wide segregating island between the cycle and traffic lanes along Victoria Embankment, which could be used for deliveries and for setting down bus, coach and taxi passengers
- Increased distance between the footway and the road, creating a more pleasant pedestrian environment
- Low traffic, boulevard-type environment for pedestrians and cyclists on Horse Guards Road, created by closing the junction with Birdcage Walk to all traffic except cycles and official vehicles
- New and upgraded pedestrian crossings, for example at Trinity Square, Parliament Square and Lancaster Gate
- Links to other existing and proposed cycle routes, including the existing Barclays Cycle Superhighways at Southwark Bridge and Tower Hill and the proposed North-South Cycle Superhighway at Blackfriars (see page 19 of this leaflet)
- New cycle parking
- High-quality materials to enhance the look of the streets and reflect their importance
- New lighting, paving, planting and other improvements at various locations, including Hyde Park Corner and Great Tower Street

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-east-west 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-east-west, and will be sent separately to affected properties.

Deliveries and servicing: 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 would encourage you to discuss the proposals with companies undertaking these operations.

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

View and comment on detailed proposals and other supporting information at tfl.gov.uk/cycle-east-west. 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 on the Tower Hill – Paddington section in early 2015 and complete by spring 2016. The Westway section would be constructed after this. It is likely that work would involve some significant disruption, although we would look to minimise this as much as possible. We would write to local residents, businesses and road users before starting work.

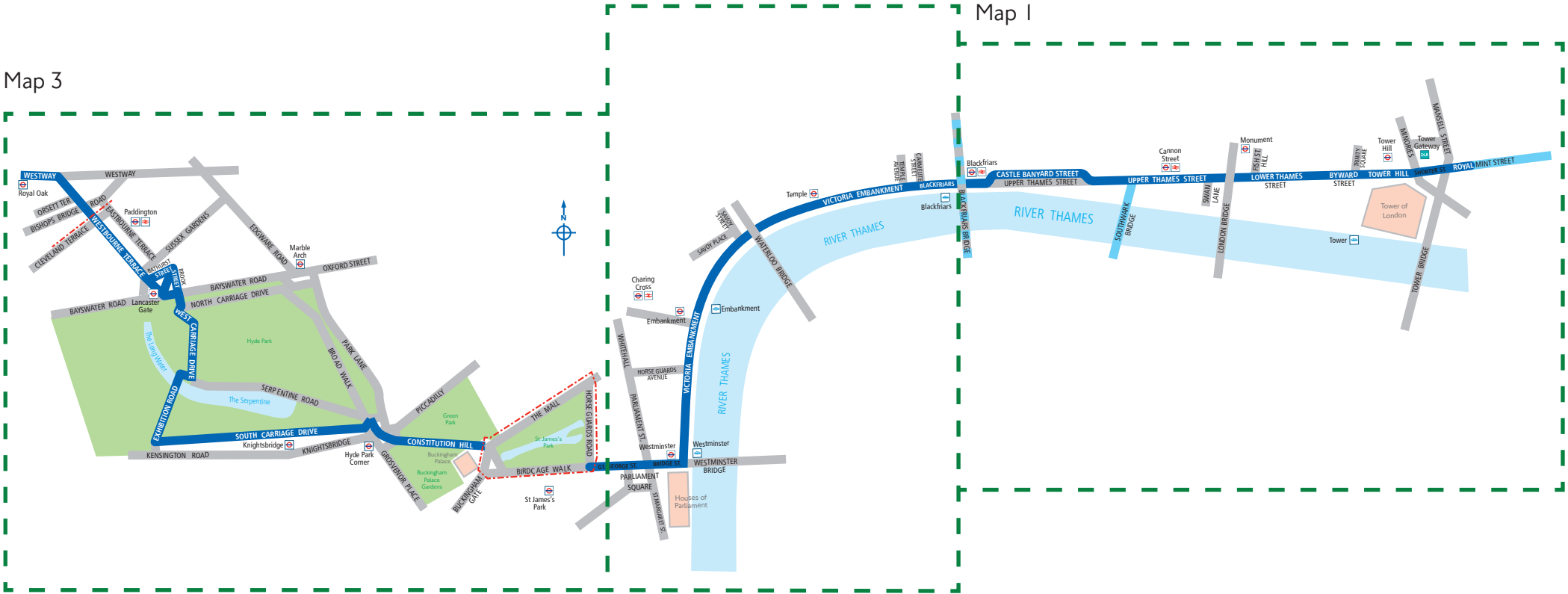


East-West Cycle Superhighway – proposed route alignment

Map 2

Map 1

Map 3

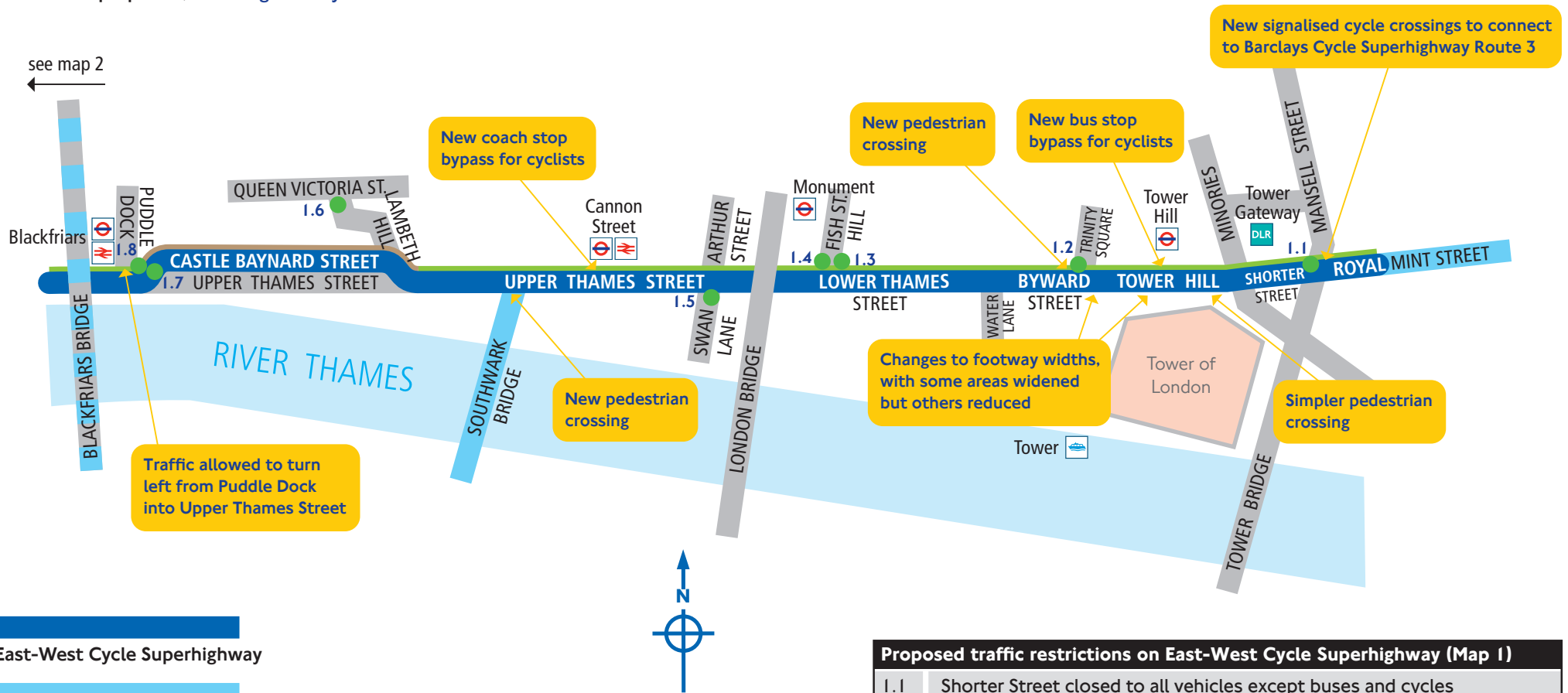








- East-West Cycle Superhighway
- Existing Barclays Cycle Superhighway
- Proposed North-South Cycle Superhighway

Please see more detailed maps on following pages.

Map 1 (Tower Hill - Blackfriars)

This map shows some of the main changes proposed along the route. For detailed proposals, visit tfl.gov.uk/cycle-east-west








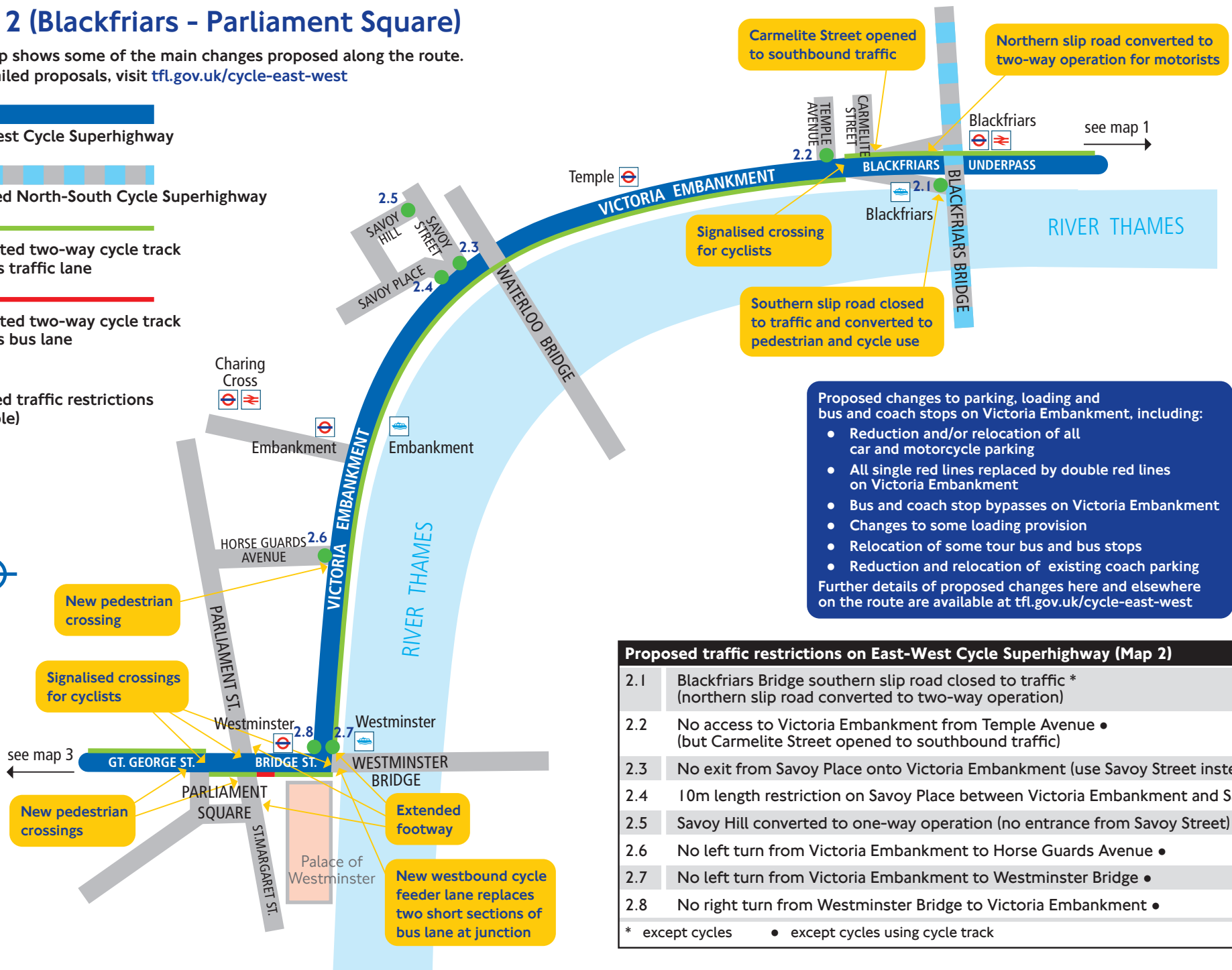
-  East-West Cycle Superhighway
-  Existing Barclays Cycle Superhighway
-  Proposed North-South Cycle Superhighway
-  Segregated two-way cycle track replaces traffic lane
-  Non-segregated section on quieter roads
-  Proposed traffic restrictions (see table)

1.1	Shorter Street closed to all vehicles except buses and cycles
1.2	No access to Trinity Square from Tower Hill/Byward Street •
1.3	No left turn from Fish Street Hill into Lower Thames Street *
1.4	No left turn from Lower Thames Street into Fish Street Hill •
1.5	No right turn from Upper Thames Street to Swan Lane §
1.6	No access to Lambeth Hill from Queen Victoria Street * (Lambeth Hill becomes one-way from Castle Baynard Street)
1.7	Local access only to Castle Baynard Street *
1.8	No right turn from Puddle Dock (northbound) into Castle Baynard Street
• except cycles using cycle track * except cycles § except cycles (subject to trials of two stage right turn)	

Map 2 (Blackfriars - Parliament Square)

This map shows some of the main changes proposed along the route. For detailed proposals, visit tfl.gov.uk/cycle-east-west

-  East-West Cycle Superhighway
-  Proposed North-South Cycle Superhighway
-  Segregated two-way cycle track replaces traffic lane
-  Segregated two-way cycle track replaces bus lane
-  Proposed traffic restrictions (see table)



Proposed changes to parking, loading and bus and coach stops on Victoria Embankment, including:

- Reduction and/or relocation of all car and motorcycle parking
- All single red lines replaced by double red lines on Victoria Embankment
- Bus and coach stop bypasses on Victoria Embankment
- Changes to some loading provision
- Relocation of some tour bus and bus stops
- Reduction and relocation of existing coach parking

Further details of proposed changes here and elsewhere on the route are available at tfl.gov.uk/cycle-east-west

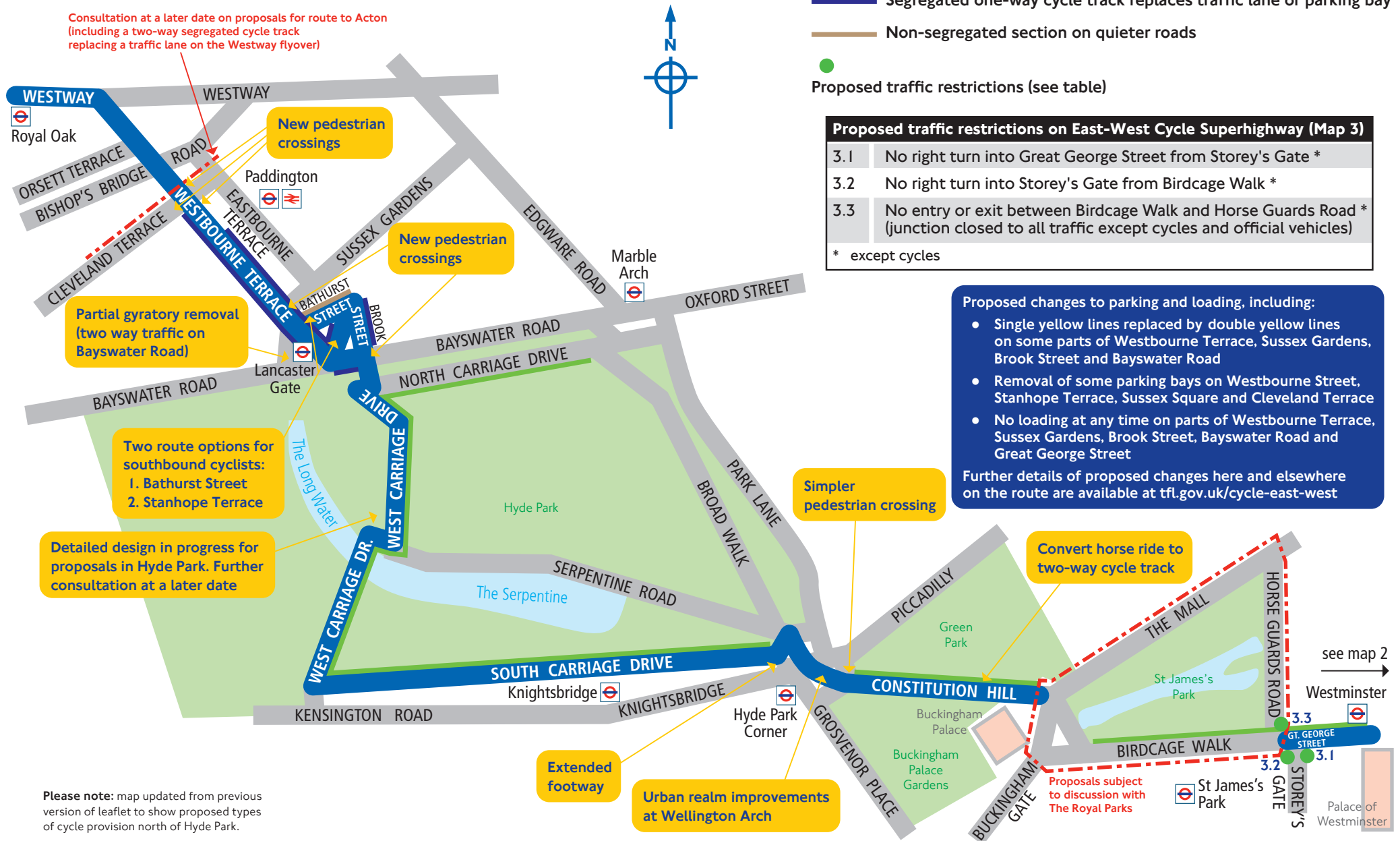
Proposed traffic restrictions on East-West Cycle Superhighway (Map 2)	
2.1	Blackfriars Bridge southern slip road closed to traffic* (northern slip road converted to two-way operation)
2.2	No access to Victoria Embankment from Temple Avenue • (but Carmelite Street opened to southbound traffic)
2.3	No exit from Savoy Place onto Victoria Embankment (use Savoy Street instead)
2.4	10m length restriction on Savoy Place between Victoria Embankment and Savoy Hill
2.5	Savoy Hill converted to one-way operation (no entrance from Savoy Street)
2.6	No left turn from Victoria Embankment to Horse Guards Avenue •
2.7	No left turn from Victoria Embankment to Westminster Bridge •
2.8	No right turn from Westminster Bridge to Victoria Embankment •

* except cycles • except cycles using cycle track

Map 3 (Parliament Square - Westway)

This map shows some of the main changes proposed along the route. For detailed proposals, visit tfl.gov.uk/cycle-east-west

Consultation at a later date on proposals for route to Acton (including a two-way segregated cycle track replacing a traffic lane on the Westway flyover)





Visualisation of proposed segregated two-way cycle track at Tower Hill

North-South Cycle Superhighway

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 on pages 25 - 27 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 on pages 25 - 27 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 on pages 25 to 27 and detailed designs at tfl.gov.uk/cycle-north-south.

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 (see page 4 of this leaflet for details)
- 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

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.

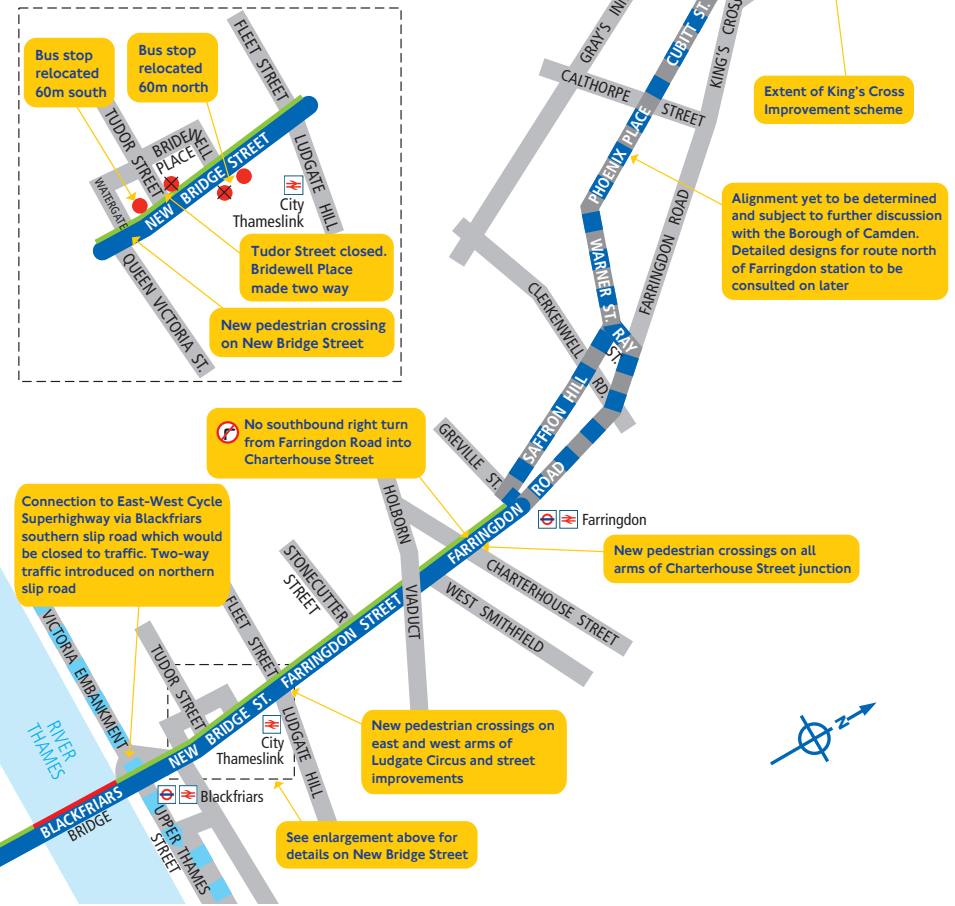




Blackfriars - King's Cross



This map shows some of the main changes proposed along the route
 For detailed proposals visit tfl.gov.uk/cycle-north-south

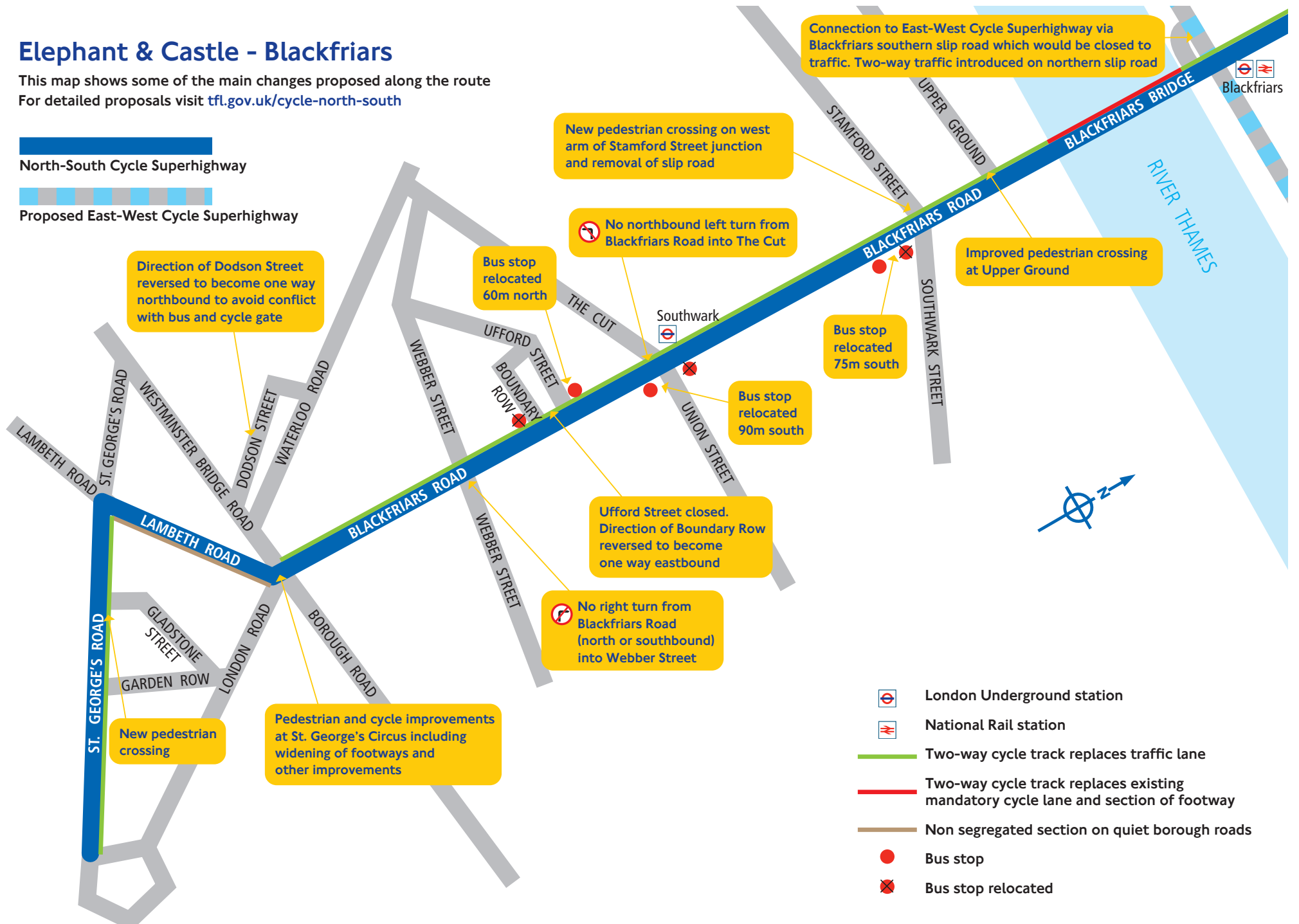
-  North-South Cycle Superhighway
-  Proposed East-West Cycle Superhighway
-  North-South Cycle Superhighway subject to further consultation
-  London Underground station
-  National Rail station
-  Two-way cycle track replaces traffic lane
-  Two-way cycle track replaces existing mandatory cycle lane and section of footway
-  Bus stop
-  Bus stop relocated



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

 North-South Cycle Superhighway
 Proposed East-West Cycle Superhighway



East-West and North-South Cycle Superhighways

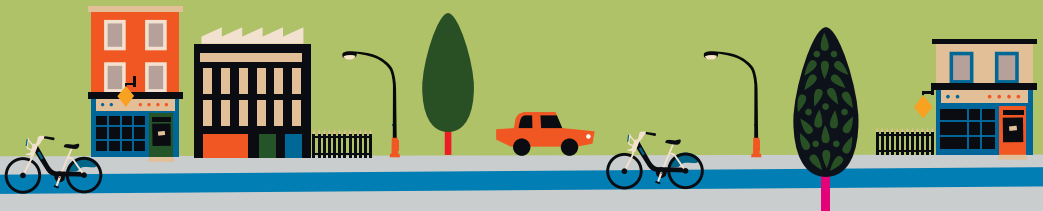
Consultations close Sunday 19 October 2014.

Have your say:

- tfl.gov.uk/cycle-east-west and tfl.gov.uk/cycle-north-south
- **Public exhibitions include:**
 - Blackfriars Underground station northern ticket hall
Wednesday 10 September, 1600-2000
 - Guildhall, Gresham Street, EC2V 7HH
Wednesday 17 September, 0700-1000, 1200-1400, 1600-2000
 - Blackfriars Underground station northern ticket hall
Thursday 18 September, 1600-2000
 - 197 Blackfriars Road (opposite Southwark Underground station) SE1 8NJ
Monday 22 September, 1600-2000
 - Walbrook Wharf, 78-83 Upper Thames Street, EC4R 3TD
Thursday 25 September, 1600-2000
 - Blackfriars Underground station northern ticket hall
Thursday 2 October, 1600-2000
 - 197 Blackfriars Road (opposite Southwark Underground station), SE1 8NJ
Friday 10 October, 1600-2000

Please see tfl.gov.uk/cycle-east-west and tfl.gov.uk/cycle-north-south for information about other events

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).



East-West Cycle Superhighway - Modelling Results

Correct as at 23 September 2014	(A) Base Model - current situation on street				(B) Future base model - Expected situation on-street Dec 2016 without scheme				(C) Future journey times Dec 2016 with scheme				(D) Difference between Future with scheme (C) and base (A)		(E) Difference between future with scheme (C) and future base (B)				
	Current journeys		AM	PM	Journeys modelled		AM	PM	Journeys modelled		AM	PM	AM	PM	AM	PM			
Traffic Average journey times (minutes:seconds)	Limehouse Link tunnel to Hyde Park Corner	Westbound	34:34	30:51	Limehouse Link tunnel to Hyde Park Corner	Westbound	32:39	26:55	Limehouse Link tunnel to Hyde Park Corner	Westbound	50:28	44:20	15:54	13:29	17:49	17:25			
		Eastbound	27:51	30:38		Eastbound	26:06	31:49		Eastbound	35:29	35:06	7:38	4:28	9:23	3:17			
	East Smithfield to St Margaret Street (Parliament Square exit)	Westbound	18:15	17:06	East Smithfield to St Margaret Street (Parliament Square exit)	Westbound	16:30	13:18	East Smithfield to St Margaret Street (Parliament Square exit)	Westbound	18:34	23:14	0:19	6:08	2:04	9:56			
		Eastbound	14:50	16:37		Eastbound	12:25	15:54		Eastbound	11:51	12:45	-2:59	-3:52	-0:34	-3:09			
	Westminster Bridge to Hyde Park Corner (Knightsbridge)	Westbound	8:03	8:01	Westminster Bridge to Hyde Park Corner (Knightsbridge)	Westbound	7:51	7:42	Westminster Bridge to Hyde Park Corner (Knightsbridge)	Westbound	8:03	8:35	0:00	0:34	0:12	0:53			
		Eastbound	7:02	7:37		Eastbound	6:37	7:07		Eastbound	16:00	13:59	8:58	6:22	9:23	6:52			
	Lancaster Gate to A40 Westway	Northbound	4:36	5:04	Lancaster Gate to A40 Westway	Northbound	4:41	5:10	Lancaster Gate to A40 Westway	Northbound	4:20	4:53	-0:16	-0:11	-0:21	-0:17			
		Southbound	4:36	4:51		Southbound	4:30	4:16		Southbound	6:16	5:18	1:40	0:27	1:46	1:02			
	Buses A sample of journey times on four routes through the scheme area (minutes:seconds) Difference against base (A), expressed as a range in column D	Route 15 (between Tower Hill and Byward Street)	Westbound	10:00	9:54	Future base data available for general traffic journeys only	Route 15 (between Tower Hill and Byward Street)	Westbound			Route 15 (between Tower Hill and Byward Street)	Westbound			0-1m	-(2-5m)	Future base data available for general traffic journeys only		
			Eastbound	5:06	7:18			Eastbound				Eastbound			-(0-1m)	-(0-1m)			
Route 453 (between Westminster Bridge and Trafalgar Square, via Parliament Square)		Northbound	8:18	8:06	Route 453 (between Westminster Bridge and Trafalgar Square, via Parliament Square)		Northbound			Northbound			2-5m	1-2m					
		Southbound	8:24	10:48			Southbound			Southbound			7-10m	1-2m					
Route 16 (between Park Lane and Grosvenor Place)		Northbound	2:24	2:42	Route 16 (between Park Lane and Grosvenor Place)		Northbound			Northbound			-(0-1m)	0-1m					
		Southbound	2:06	2:12			Southbound			Southbound			0-1m	0-1m					
Route 94 (between Lancaster Gate and Westbourne Terrace)		Westbound	3:18	3:30	Route 94 (between Lancaster Gate and Westbourne Terrace)		Westbound			Westbound			1-2m	2-5m					
		Eastbound	8:48	5:48			Eastbound			Eastbound			-(1-2m)	-(1-2m)					
Cycling Average journey times (minutes)		Royal Mint Street to Hyde Park Corner	Westbound	32	32		Future base data available for general traffic journeys only	Royal Mint Street to Hyde Park Corner	Westbound	30	29	Royal Mint Street to Hyde Park Corner	Westbound	30	29	-2		-3	Future base data available for general traffic journeys only
			Eastbound	31	31				Eastbound	31	29		0	-2					
	Royal Mint Street to St Margaret Street (Parliament Square exit)	Westbound	20	20	Royal Mint Street to St Margaret Street (Parliament Square exit)	Westbound		19	17	Royal Mint Street to St Margaret Street (Parliament Square exit)	Westbound	19	17	-1	-3				
		Eastbound	21	21		Eastbound		17	16		-4	-5							
	Parliament Square to Hyde Park Corner	Westbound	11	12	Parliament Square to Hyde Park Corner	Westbound		11	11	Parliament Square to Hyde Park Corner	Westbound	11	11	0	-1				
		Eastbound	10	10		Eastbound		15	13		5	3							
	Lancaster Gate to A40 Westway	Northbound	7	7	Lancaster Gate to A40 Westway	Northbound		5	4	Lancaster Gate to A40 Westway	Northbound	5	4	-2	-3				
		Southbound	7	7		Southbound		5	5		-2	-2							
	Pedestrians Traffic signal cycle times and associated wait times (seconds) NOTE: Future base would be same as current base without scheme	Tower Hill - Minories - Shorter Street	Max. cycle time	88	88	Tower Hill - Minories - Shorter Street		Max. cycle time	88	88	Tower Hill - Minories - Shorter Street	Max. cycle time	96	96	8	8	8	8	
			Max. wait time	82	82			Max. wait time	82	82		Max. wait time	90	90	8	8	8	8	
Upper Thames Street - Queen Street - Queen Street Place		Max. cycle time	104	104	Upper Thames Street - Queen Street - Queen Street Place	Max. cycle time	104	104	Upper Thames Street - Queen Street - Queen Street Place	Max. cycle time	104	104	0	0	0	0			
		Max. wait time	98	98		Max. wait time	98	98		Max. wait time	98	98	0	0	0	0			
Parliament Square - Parliament Street - Bridge Street		Max. cycle time	112	112	Parliament Square - Parliament Street - Bridge Street	Max. cycle time	112	112	Parliament Square - Parliament Street - Bridge Street	Max. cycle time	120	112	8	0	8	0			
		Max. wait time	105	105		Max. wait time	105	105		Max. wait time	114	106	9	1	9	1			
Knightsbridge - Hyde Park Corner - Grosvenor Place		Max. cycle time	96	96	Knightsbridge - Hyde Park Corner - Grosvenor Place	Max. cycle time	96	96	Knightsbridge - Hyde Park Corner - Grosvenor Place	Max. cycle time	96	104	0	8	0	8			
		Max. wait time	90	90		Max. wait time	90	90		Max. wait time	90	98	0	8	0	8			