

Have your say



on a new segregated North-South
Cycle Superhighway between
Elephant & Castle and King's Cross

Consultation closes 9 November 2014



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.

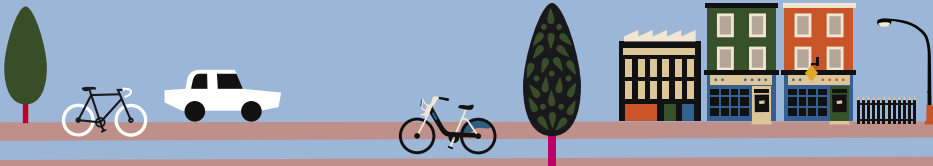
North of Farringdon station the route is planned to connect to a new 'Quietway' back-street cycle route. This would provide cyclists with a route through central London on low-traffic streets and will be consulted on separately.

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 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. 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



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

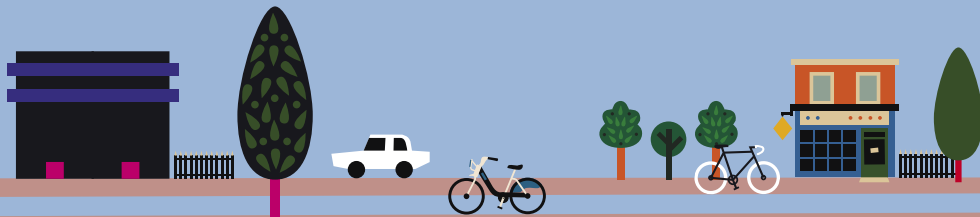
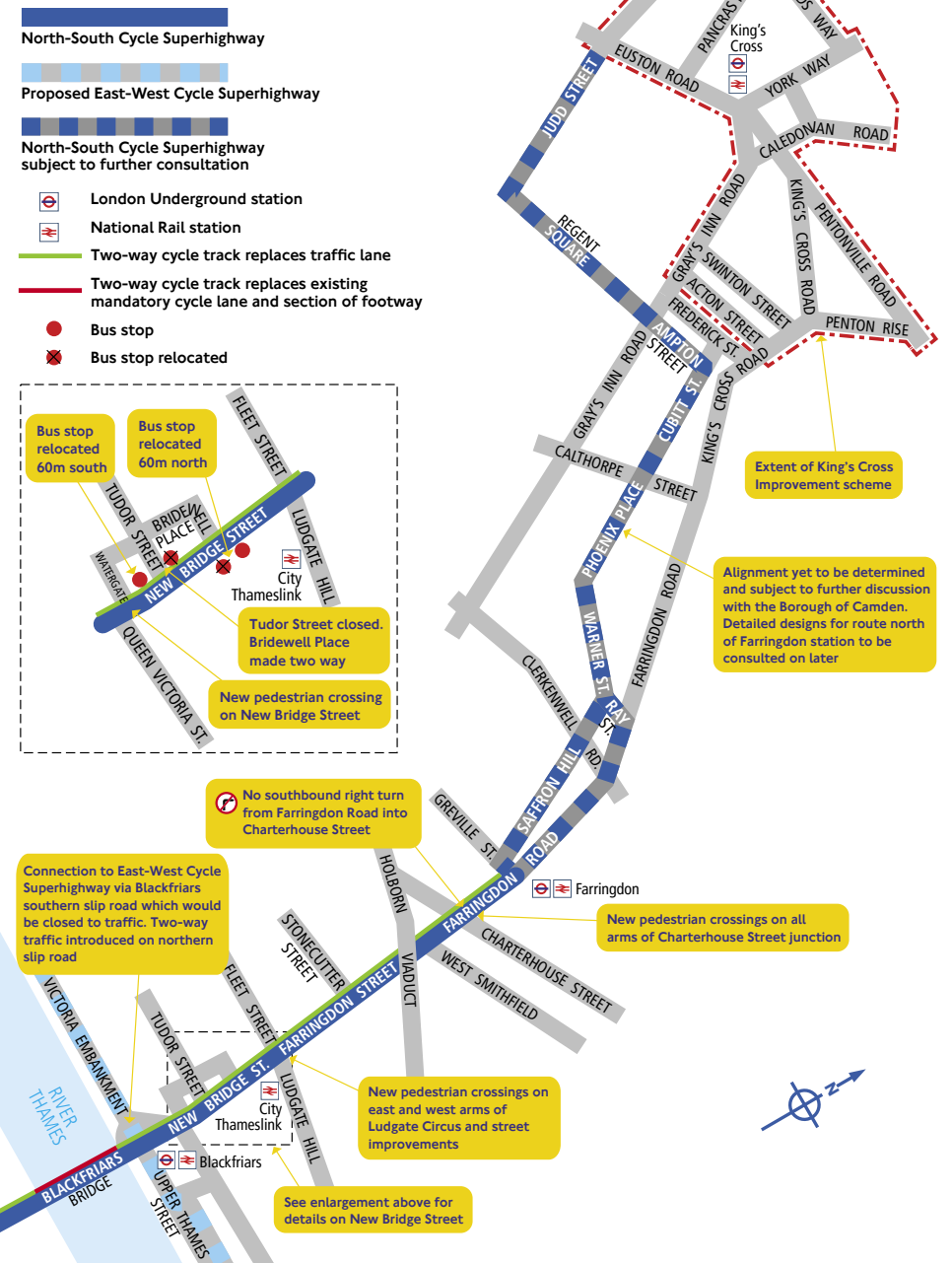
For more information please see the maps overleaf and detailed designs at tfl.gov.uk/cycle-north-south.

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



Blackfriars - King's Cross

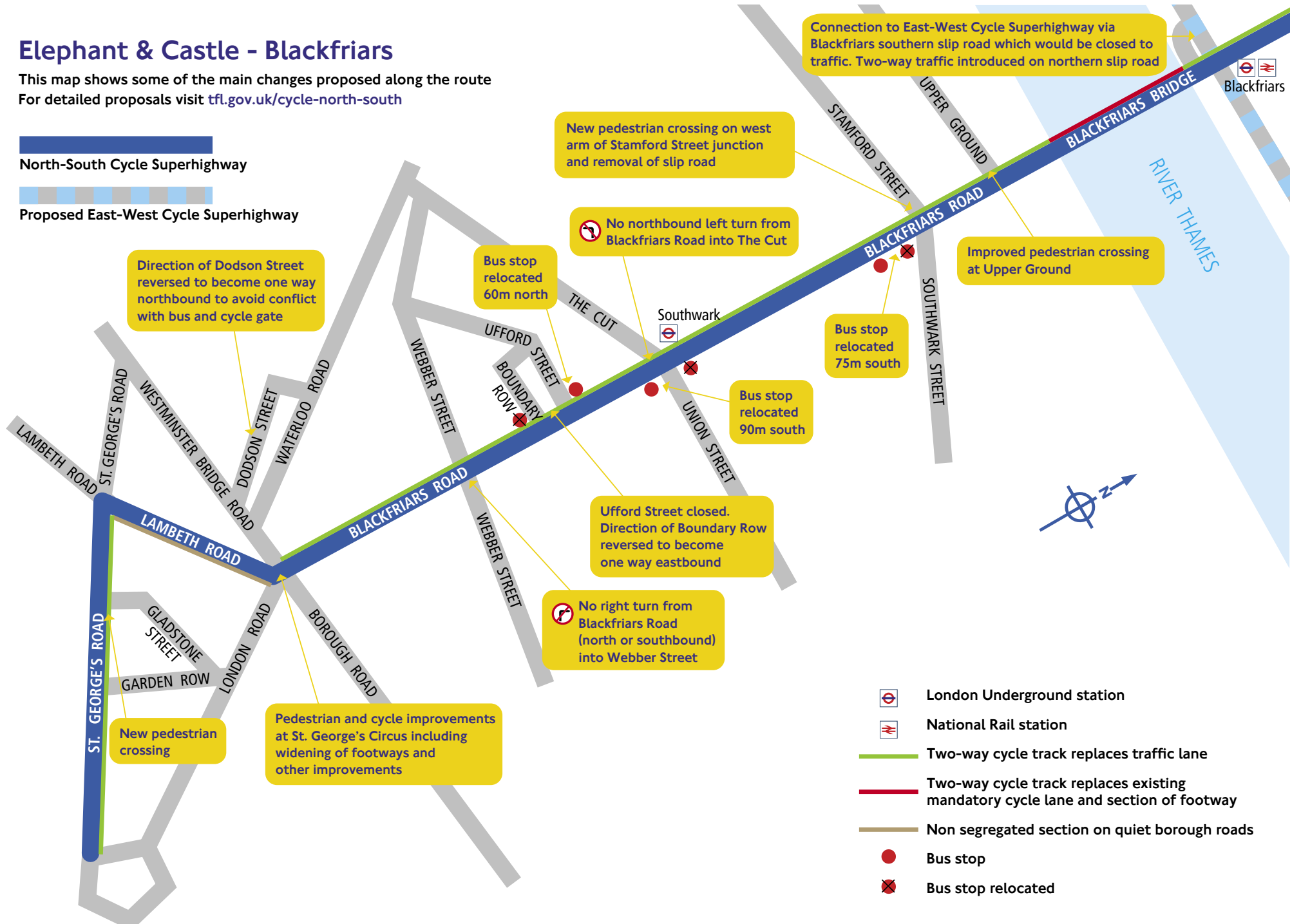
This map shows some of the main changes proposed along the route
For detailed proposals visit tfl.gov.uk/cycle-north-south










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



-  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
-  Non segregated section on quiet borough roads
-  Bus stop
-  Bus stop relocated



What impacts would this scheme have on other road users?

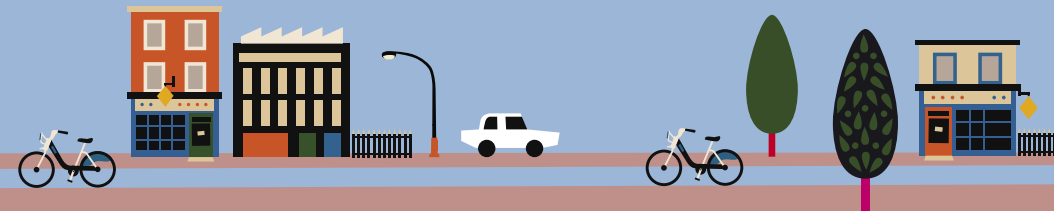
Our analysis shows the proposals would mean longer journey times for motorists and bus, coach and taxi passengers along most of the route, both during construction and once complete. There would also be longer journey times for users of many of the roads approaching the proposed route and longer waits 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.

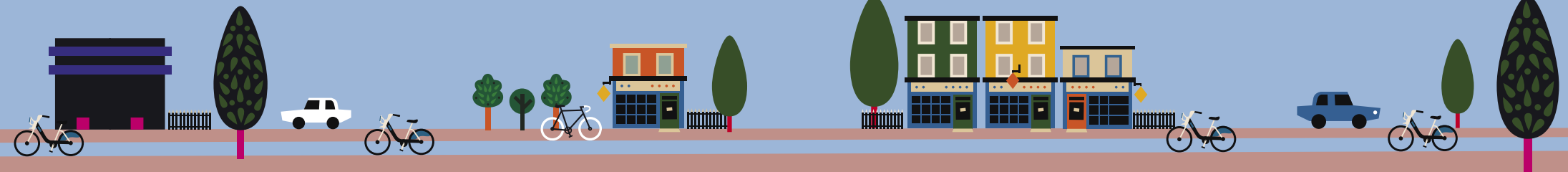


How do I view the detailed proposals and have my say?

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.



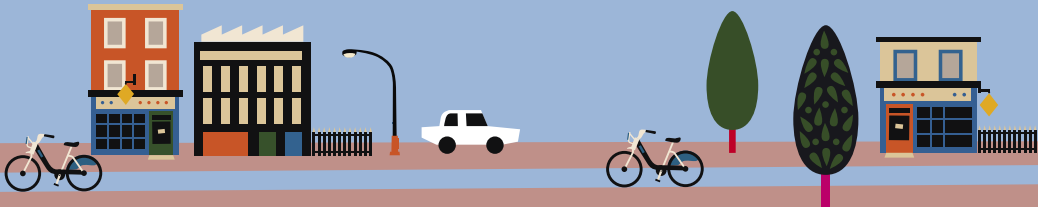
North-South Cycle Superhighway between Elephant & Castle and King's Cross

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)



North-South 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)	Elephant & Castle to Farringdon Station	Northbound	11:28	10:56	Elephant & Castle to Farringdon Station	Northbound	10:22	09:37	Elephant & Castle to Farringdon Station	Northbound	12:09	15:12	0:41	4:16	1:47	5:35
		Southbound	10:50	12:17		Southbound	09:42	09:13		Southbound	14:43	14:20	3:53	2:03	5:01	5:07
	Stamford Street to Queen Victoria Street*	Northbound	3:45	3:20	Stamford Street to Queen Victoria Street*	Northbound	03:43	03:25	Stamford Street to Queen Victoria Street*	Northbound	15:43	12:41	11:58	9:21	12:00	9:16
		Southbound	5:50	5:22		Southbound	05:03	03:25		Southbound	3:39	3:41	-2:11	-1:41	-1:54	0:16
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 100 (between Elephant & Castle and Ludgate Hill)	Northbound	14:12	13:06	Future base data available for general traffic journeys only	Route 100 (between Elephant & Castle and Queen Victoria Street)	Northbound			Route 100 (between Elephant & Castle and Queen Victoria Street)	Northbound			-5-7m	-2-5m	Future base data available for general traffic journeys only
		Southbound	10:12	11:00			Southbound				Southbound			0-1m	-1-2m	
	Route 381 (between Stamford Street and Southwark Street)	Eastbound	1:54	1:54		Route 381 (between Stamford Street and Southwark Street)	Eastbound			Route 381 (between Stamford Street and Southwark Street)	Eastbound			2-5m	2-5m	
		Westbound	1:12	1:06			Westbound				Westbound			2-5m	2-5m	
	Route 11 (between Fleet Street and Ludgate Hill)	Eastbound	1:12	2:06		Route 11 (between Fleet Street and Ludgate Hill)	Eastbound			Route 11 (between Fleet Street and Ludgate Hill)	Eastbound			1-2m	1-2m	
		Westbound	1:54	2:06			Westbound				Westbound			2-5m	1-2m	
	Route 45 (between Elephant & Castle and Charterhouse Street)	Northbound	15:24	12:36		Route 45 (between Elephant & Castle and Charterhouse Street)	Northbound			Route 45 (between Elephant & Castle and Charterhouse Street)	Northbound			-2-5m	1-2m	
		Southbound	13:18	14:36			Southbound				Southbound			2-5m	5-7m	
Cycling Average journey times (minutes)	Elephant & Castle to Farringdon Station	Northbound	18	17	Elephant & Castle to Farringdon Station	Northbound	19	14	Elephant & Castle to Farringdon Station	Northbound	19	14	1	-3		
		Southbound	14	15		Southbound	14	20		Southbound	14	20	0	5		
Pedestrians Traffic signal cycle times and associated wait times (seconds) NOTE: Future base would be same as current base without scheme	St George's Circus	Max. cycle time	NO SIGNALISED FACILITES		St George's Circus	Max. cycle time	NO SIGNALISED FACILITES		St George's Circus	Max. cycle time	112	120	N/A		N/A	
		Max. wait time				Max. wait time				Max. wait time	106	114				
	Southwark Tube station	Max. cycle time	88	88	Southwark Tube station	Max. cycle time	88	88	Southwark Tube station	Max. cycle time	104	104	16	16	16	16
		Max. wait time	82	82		Max. wait time	82	82		Max. wait time	98	98	16	16	16	16
	Blackfriars Station (westbound exit)	Max. cycle time	96	96	Blackfriars Station (westbound exit)	Max. cycle time	96	96	Blackfriars Station (westbound exit)	Max. cycle time	120	120	24	24	24	24
		Max. wait time	90	90		Max. wait time	90	90		Max. wait time	114	114	24	24	24	24
	Ludgate Circus (east-west) No facilities north-south	Max. cycle time	96	96	Ludgate Circus (east-west) No facilities north-south	Max. cycle time	96	96	Ludgate Circus (east-west) No facilities north-south	Max. cycle time	120	120	24	24	24	24
		Max. wait time	90	90		Max. wait time	90	90		Max. wait time	114	114	24	24	24	24
Farringdon Street-Charterhouse Street	Max. cycle time	NO SIGNALISED FACILITES		Farringdon Street-Charterhouse Street	Max. cycle time	NO SIGNALISED FACILITES		Farringdon Street-Charterhouse Street	Max. cycle time	120	120	N/A		N/A		
	Max. wait time				Max. wait time				Max. wait time	114	114					

* Journey starts on Stamford Street